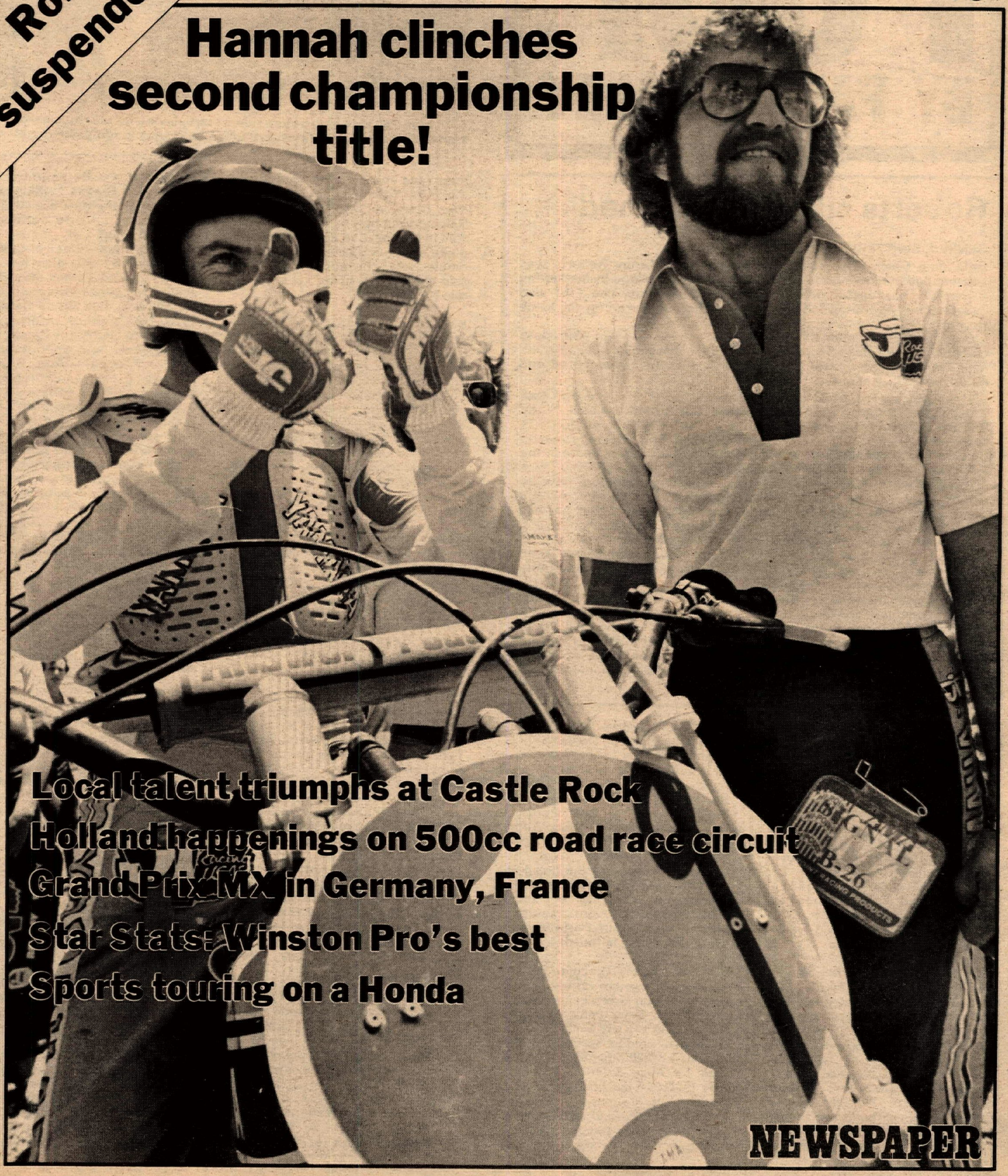
CYCLE NEWS®

WEST Volume XVI : Number 27 : July 18, 1979 75¢

Roberts, Ferrari suspended from racing!

Hannah clinches second championship title!



Local talent triumphs at Castle Rock

Holland happenings on 500cc road race circuit

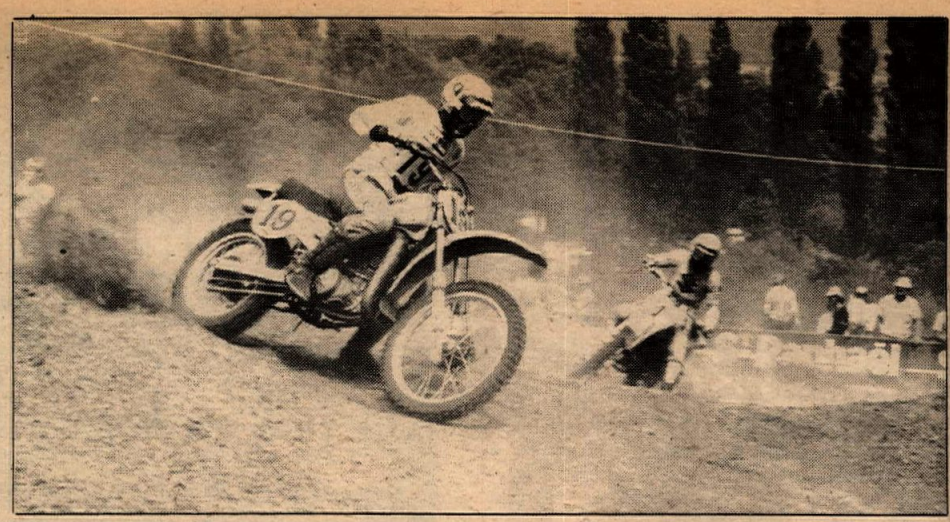
Grand Prix MX in Germany, France

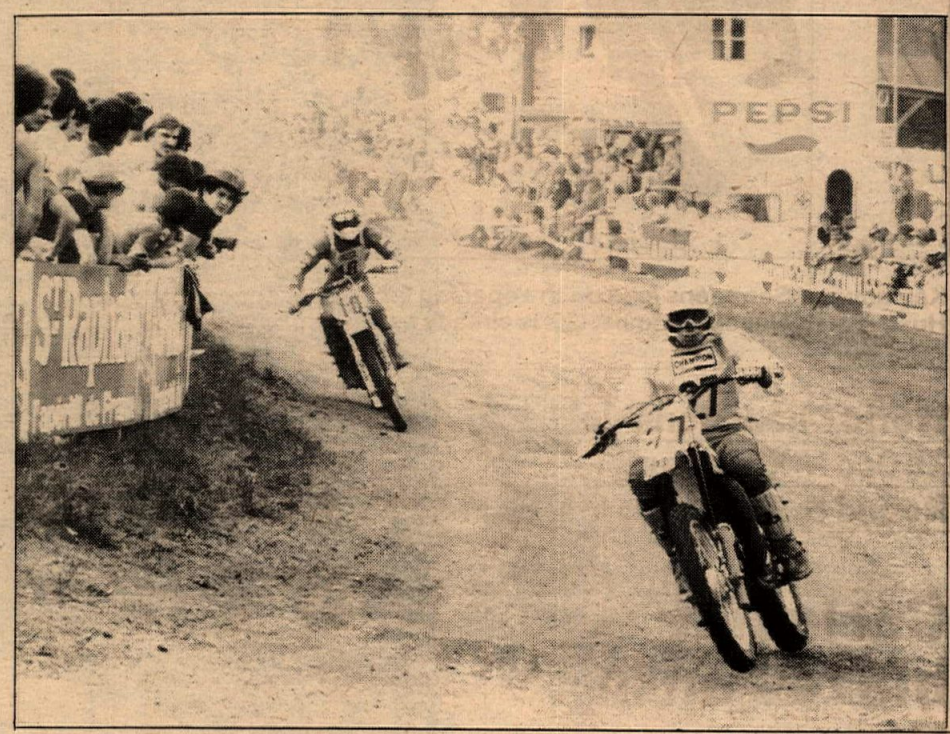
Star Stats: Winston Pro's best

Sports touring on a Honda

NEWSPAPER

Gerrit Wolsink leads Bengt Aberg (16) and Roger DeCoster down the tricky start/finish straight. DeCoster finished third while Wolsink was sixth in the overall standings.





(Top) Brad Lackey leads DeCoster in the first moto, before Brad's bike seized. (Above) Points leader Graham Noyce zeroes in on event winner Jean-Jacques Bruno. Bruno finished 1-5 to become the first-ever French winner.

World Championship 500cc MX Series: Round 7

Bruno wins, Lackey breaks, Noyce extends lead

By Jack Burnicle

BAUERN, WEST GERMANY, JUNE 24

Jean Jacques Bruno, riding a works KTM, became the first Frenchman to score an overall win in a World Championship MX GP when he put together a moto win and a fifth place finish in the West German GP. Close on his heels was Belgian Andre Malherbe on the works Honda who was seventh in the opening moto and then came back to win the second.

It was a disastrous day for American Brad Lackey as he seized the motor in his Uni-Trak Kawasaki in the first moto while running sixth and then struggled to a ninth place finish in the final moto, reaping a grand total of two GP points.

Meanwhile, British champion Graham Noyce maintained his narrow lead at the top of the championship points table over Dutchman Gerrit Wolsink. The pair put in determined rides that found them just one point apart at the end of the day - Noyce on top.

Heikki Mikkola chose not to ride after struggling to time 21st fastest. Mikkola was apparently still suffering from a rib injury sustained in his crash in the Canadian GP.

Local ace Herbert Schmitz hurled his Maico into a brief first moto lead ahead of Bruno, Maico riders Fritz Kobele, Bengt Aberg and Ivan van den Broeck and Malherbe. Bruno outbraked the German halfway round the first lap and proceeded to motor away in fine style, obviously relishing the slick, baked surface so reminiscent of his native France and pulled 10 seconds clear of Schmitz and an unexpectedly swift Aberg.

Kobele, meantime, crashed and retired, while Malherbe survived two spills as his throttle jammed wide open and dropped to 17th position before staging a brave recovery.

Noyce had gated 12th, but spun off on lap two and lost four places prior to commencing the long haul back into the fray. By lap five Bruno, Schmitz and Aberg were clear of a titanic battle involving van den Broek, Wolsink, Lackey and sizzling Roger DeCoster, followed distantly by Hakan Andersson and Noyce.

Two circuits later DeCoster pitched himself almost simultaneously past Lackey and Wolsink and took off after Aberg and Schmitz. This pair swapped places on lap 10 as Lackey slowed and retired the Kawasaki, and van den Broeck slid off the Maico damaging his front brake lever and putting himself back into the clutches of Gerard Rond.

Less fortunately, Andersson, under severe pressure from Noyce, had piled his Husqvarna into a tree alongside Beuern's infamous triple jump and was removed to hospital with leg and stomach injuries.

For several hectic laps, Schmitz shut out every move by the forceful DeCoster, finally succumbing as the wily ex-champ cut inside to loud and prolonged applause from the bubbling crowd and neatly stitched up the German counter-offensive.

By this stage, Malherbe was breathing hard on Rond and van den Broeck. On the penultimate lap he ripped past the latter, then dug a way through the stocky Dutchman's considerable defenses midway round the final tour to take a heroically earned seventh spot.

Bruno ran out a stylish victor, followed by a powerful stream of pursuers; Aberg leading DeCoster, Schmitz, Wolsink and Noyce, who had hammered away relentlessly at the Dutchman's advantage without ultimately reaping any reward. Despite the possibility of broken bones in his foot after jammping it in the closing minutes of moto one, Bruno came out for the second race, apparently without any adverse effect on his sparkling form as he chased Fritz Kobele off the line in front of Malherbe and Noyce.

The Honda duo quickly established themselves at the front, as Kobele unwittingly obstructed a buzzing train of prospective challengers comprising Wolsink, Aberg, DeCoster and Rond. Lackey was downfield and showing no ambition to be anywhere else. Van den Broeck crashed in a fast, slippery right hand bend and retired.

Kobele was duly demoted to eighth place by lap eight as Canada's Stan Currington added to the triple jump's victims by dropping his Suzuki and restarting at the back of the field.

Wolsink and DeCoster gradually wore down Bruno, eventually slipping past the gallant Frenchman on the half hour. Roger D. was especially impressive, consistently bounding up the triple steps in two gigantic leaps, to the appreciative cheers of his enthusiastic audience.

Four laps from home, Noyce's long, hard pursuit of Malherbe was temporarily halted when he dropped the Honda in a loose hairpin bend, but remounted without endangering his second place.

The first four men were well spread out at the finish, but Bruno had come under increasingly uncomfortable scrutiny from Aberg until the grizzled Swedish veteran began to tire and fade out in the dying minutes.

Behind them, Rond fell heavily at the same point as van den Broeck, damaging his already suspect right shoulder and pulling out in some discomfort. His misfortune enabled Lodal, riding his first Grand Prix of the year, to sneak into the points after losing out in a race-long duel with Lackey.

A conspicuous absentee from the points scorers was Belgian Andre Vromans, who lost ground sharply in the championship standings after endoing over the lethal triple steps in the first moto and suffering gearbox problems in the second. •

Results

1st Moto: 1. Jean Jacques Bruno (KTM); 2. Bengt Aberg (Mai); 3. Roger DeCoster (Suz); 4. Herbert Schmitz (Mai); 5. Gerrit Wolsink (Suz); 6. Graham Noyce (Hon); 7. Andre Malherbe (Hon); 8. Gerard Rond (Suz); 9. Ivan van den Broeck (Mai); 10. Ludwig Reinbold (KTM).

2nd Moto: 1. Andre Malherbe (Hon); 2. Graham Noyce (Hon); 3. Gerrit Wolsink (Suz); 4. Roger DeCoster (Suz); 5. Jean Jacques Bruno (KTM); 6. Bengt Aberg (Mai); 7. Fritz Kobele (Mai); 8. Ludwig Reinbold (KTM); 9. Brad Lackey (Kaw); 10. Arne Lodal (Hus).

Overall points: 1. Bruno (21); 2. Malherbe (19); 3. DeCoster (18); 4. Noyce (17); 5. Aberg (17); 6. Wolsink (16); 7. Schmitz (8); 8. Reinbold (4); 9. Kobele (4); 10. Rond van den Broeck (2); 11. Lackey (2); 12. Lodal (1).

Kavinov and Semmens lead on the opening lap of the second moto, but Husqvarna's Hakan Carlqvist (29) is already setting up to reel them in.

World Championship 250cc MX Series: Round 8

Carlqvist blazes on in France

By Jack Burnicle

LAVAUR, FRANCE, JUNE 17

Beneath the appropriately fierce sunshine of southern France, Husqvarna's Hakan Carlqvist blazed his way to a pair of brilliant wins in the French 250cc MX GP. His double wins consolidated his already tightening iron grip on this year's title race.

His leading challenger and indeed the only other man who can now take the championship, England's Neil Hudson, was sidelined in the first moto with a broken front wheel, indicative of the fast, punishing race conditions induced by a hot, windy day.

American riders Jim Pomeroy and Jim Turner did not contest the event. Pomeroy was in Belgium awaiting his new SWM ride as a member of Joel Robert's team after his amicable split with Bultaco. Turner, meanwhile, was undergoing treatment fora severely sprained wrist sustained in the Polish 250cc round, in which he crashed hard. To make matters worse, he had blown the motor in his Dodge van prior to the Polish event.

1978 250cc World Champion Gennady Moiseev slid down the table after retiring early in both motos.

Carlqvist emerged from the swirling dust of the first bend in moto one ahead of Hudson, Jean-Claude Laquaye (SWM), Vladimir Kavinov (KTM), and Rolf Dieffenbach (Uni Trak Kawasaki), leaving Jaroslav Falta (CZ), Fernando Munoz (Montesa) and Michele Margorotto (Montesa) in trouble after the Spanish champion had been hit from behind.

Hudson clung on to the speeding Carlqvist as they opened up a gap over the rest of the field, but after 20 minutes he slowed dramatically when the Maico's front wheel began to disintegrate, leaving Carlqvist an unchallenged victory. Dieffenbach's Kawasaki had shed its chain, and Kavinov should have inherited second place upon Hudson's unfortunate demise, but the sturdy little Russian fell and was repassed by Laquaye. The big Belgian then fended off the KTM until his front wheel collapsed six laps from home, just as the same fate befell Rob Hooper (Maico), after a long, dusty pursuit had carried him past Dutch number two Benny Wilken (Maico) into a threatening ninth spot.

Kavinov briefly led the second moto away from Semmens, Carlqvist, Dieffenbach and Antonia Elias (Bultaco), as Van Velthoven and Erik Sundstrom (Husqvarna) assumed the role of first turn victims.

On the second lap Carlqvist and Dieffenbach came hurtling by, while Hudson, having lost precious time at the start taming a rearing Maico, was working hard to squeeze past Laquaye.

Falta pulled out, exhausted by the first race effort which had carried him through from dead last to 13th place as Nellie closed gradually on a desparate struggle between Semmens and Kavinov which ended suddenly when Semmens dropped the Maico in a slow, awkward hairpin, aggravated a thumb injury sustained in Poland the preceding weekend, and had to retire.

Hudson took up the challenge and steadily wore down Kavinov, eventually outwitting the Russian at the end of the main straight to resounding cheers from the typically volatile French crowd.

The four leaders maintained formation during the closing laps, but not so far behined them the unquenchable Suzuki finally caught Laquaye and drove flambuoyantly under him to claim a spirited fifth place, while Alborghetti threw the KTM past a tiring Boven as they entered the final lap to score his best overall result of the senes. •

Results

1. Hakan Carlqvist (Hus) 1-1; 2. Vladmir Kavinov (KTM) 2-4; 3. Rolf Dieffenbach (Kaw) *-2; 4. George Jobe (Suz) 3-*; 5. Neil Hudson (Mai) *-3; 6. Dal Brun (Apr) 4-*; 7. Jaak Van Velthoven (KTM) 5-*; 8. Tarao Suzuki (Apr) *-5; 9. Ivan Alborgetti (KTM) 7-9; 10. Van Der Ven (Mai) 10-7; 11. Vaughn Semmens (Mai) 6-*); 12. Jean Claude Laquaye (SWM) *-5; 13. Eric Sundstrom (Hus) 8-*; 14. Tony Elias (Bul) *-8; 15. Benny Wilken (Mai) 9-*; 16. Raymond Boven (Hus) *-10.

*Denotes placing outside top 10

World Championship Point Standings: 1. Hakan Carlqvist (208); 2. Neil Hudson (137); 3. Vladimir Kavinov (85); 4. Rolf Dieffenbach (77); 5. Guennady Moiseev (71); 6. George Jobe (58); 7. Van Der Ven (51); 8. Jean Claude Laquaye (44); 9. Jaroslav Falta (42); 10. Hans Maisch (36).

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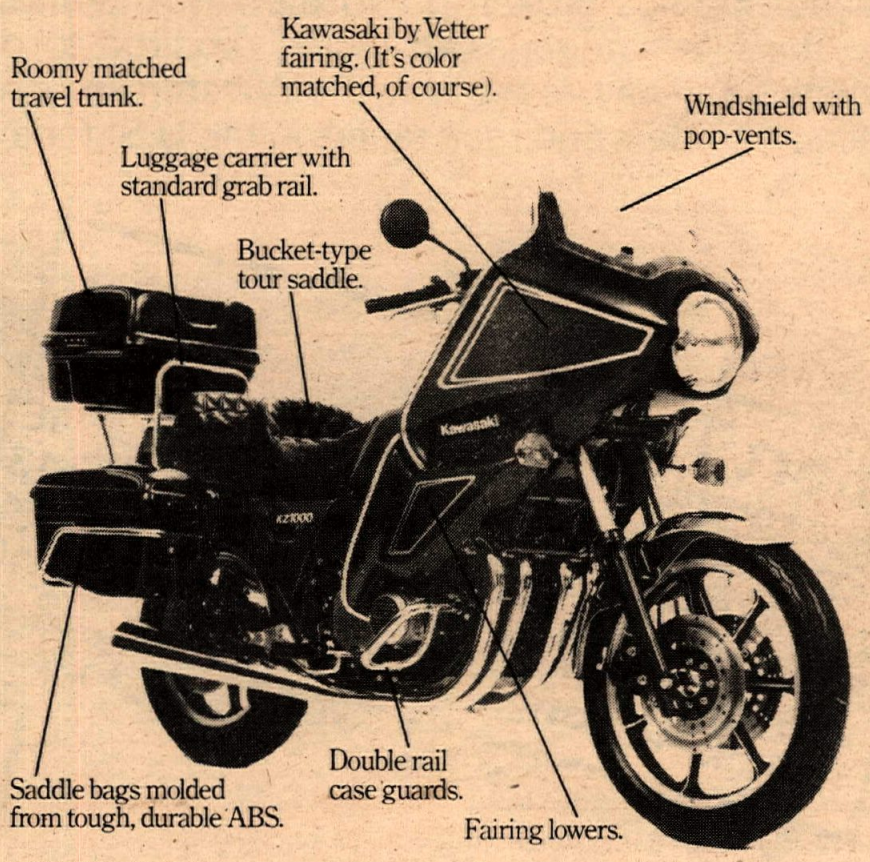

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Star stats

Glenn Billings, spotter, timekeeper and statistician for some of announcer Larry Huffman's motorcycle broadcasts, has broken down the AMA Grand National Championship/Winston Pro point standings into the five categories of racing required to obtain the Number One plate. Here, according to the statistics anyway, is the way the Winston Pro circuit riders stack up: The best short trackers, half milers, milers, TT riders and road racers in the U.S. today.

Short Track
(One round)

1. Ted Boody	20
2. Steve Eklund	16
3. Randy Goss	13
4. Garth Brow	11
5. Rick Hocking	10

Half Mile
(Five rounds)

1. Jay Springsteen	78
2. Randy Goss	63
3. Steve Eklund	46
4. Mike Kidd/Garth Brow	37
5. Scott Parker	33

Mile
(Two rounds)

1. Steve Eklund	36
2. Ricky Graham	22
3. Gary Scott	21
4. Mike Kidd	20
5. Corky Keener	19

TT
(Three rounds)

1. Steve Eklund	43
2. Randy Goss	34
3. Rick Hocking	32
4. Gary Scott	30
5. Brad Hurst	24

Road Race
(Two rounds)

1. Dale Singleton	31
2. Skip Aksland	20
3. Ron Pierce/Richard Schlachter	16
4. Gene Romero/Patrick Pons	13

(Glenn sent his point totals to us just before the Castle Rock TT. We took the liberty of adding those scores to his listings to yield to figures shown under TT above . . . Editor.)

Street is Neat

For Beginners: Learning how it's done

You shouldn't try to teach yourself mountain climbing, though it has been done, and you shouldn't ride a motorcycle without competent instruction although, heaven knows, it is done all the time. No need to wonder what happens to those self-taught mountaineers and motorcyclists — just read the paper. They scrape them up every day.

Where do you find a class in motorcycle riding that you can attend? Ask your dealer, police department and local adult extension school. Courses for beginning riders are made available by the Motorcycle safety Foundation in Maryland and are usually taught by motor patrol officers, college teachers, or local AMA road clubs. The cost is nominal, and many classes provide free motorcycles for the course.

Oftentimes, the few hours of learning you complete in a beginner rider's course qualifies you for a motorcycle drivers' license automatically. In any case, take the test or whatever you need to do and get your motorcycle operator's license or endorsement firmly in your pocket before you take to the street for your first ride.

Being a full-fledged, licensed motorcyclist now, you can legally carry a passenger, but don't. Not yet. Addition of a passenger's dead weight, no matter how small or good a rider he or she is, will seriously handicap your budding skills. Wait until you log a few thousand miles of solo experience before you go packing double.

Chances are you've had some experience riding off the road on a dirt bike, so you already know how a motorcycle operates. But riding the street, in traffic, is far more serious and demanding in a different way. Suddenly you are riding for the other guy, having to make up for his shortcomings. You may be dead right in what you are doing, but dead, period, unless you make allowance for the ignorance and mistakes of other vehicle drivers. With this difference in mind, it is possible to ride quite safely in the worst of traffic.

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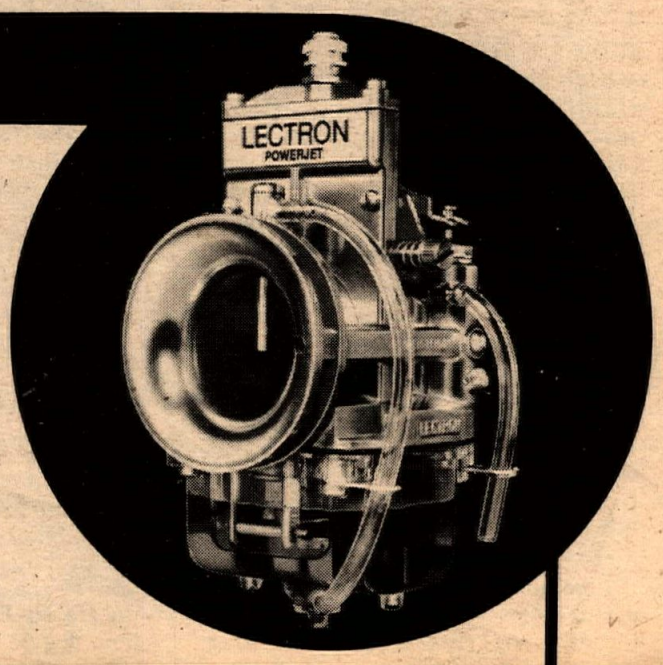

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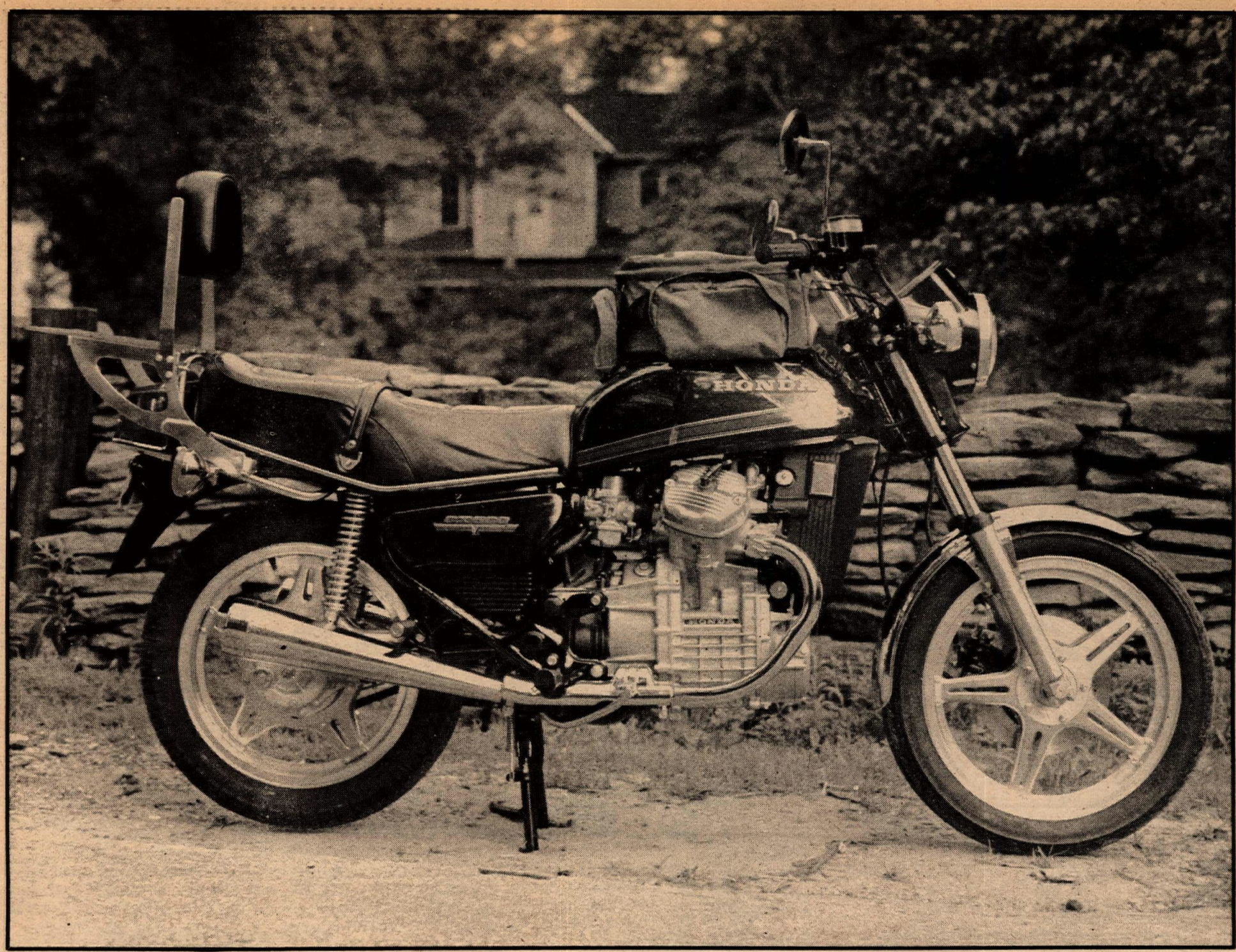


Sport touring and the Honda CX500

Getting away from it all - briefly

By Mike Bufkin
Photos by Jon Davis

Most people who buy street bikes will admit to being influenced in their decision by visions of two week cross country biking trips a la "Easy Rider." The truth is a little more prosaic. The EPA, in their study to determine the maximum mileage for which pollution control systems should be effective, found that the average mileage which a 750cc motorcycle accumulates before being junked is actually less than 10,000. Obviously very few people are riding their bikes across the state, much less across the country.

The reality is that any touring the average bike rider does is usually limited to two or three day weekend rides, to points two to three hundred miles distant. These weekend tours are likely to be made in the company of a wife or girl friend on back or another friend with a bike. Each way has its advantages although we are not often given a choice, sex being what it is.

Long distance touring can also render a motorcycle pretty much useless for anything else. The serious long hauler is likely to load up his motorcycle with any number of cumbersome, but comfort enhancing, devices. Frame mounted fairings, saddlebags, tape decks, and mama's lap seats may be nice on the interstate but they can make the daily trip to work more of a hassle than riding a cafe racer. In Europe though, touring bikes are more likely to resemble cafe racers than loaded Gold Wings. This too can have merit, particularly when the road leads you to a long series of mountain sweepers.

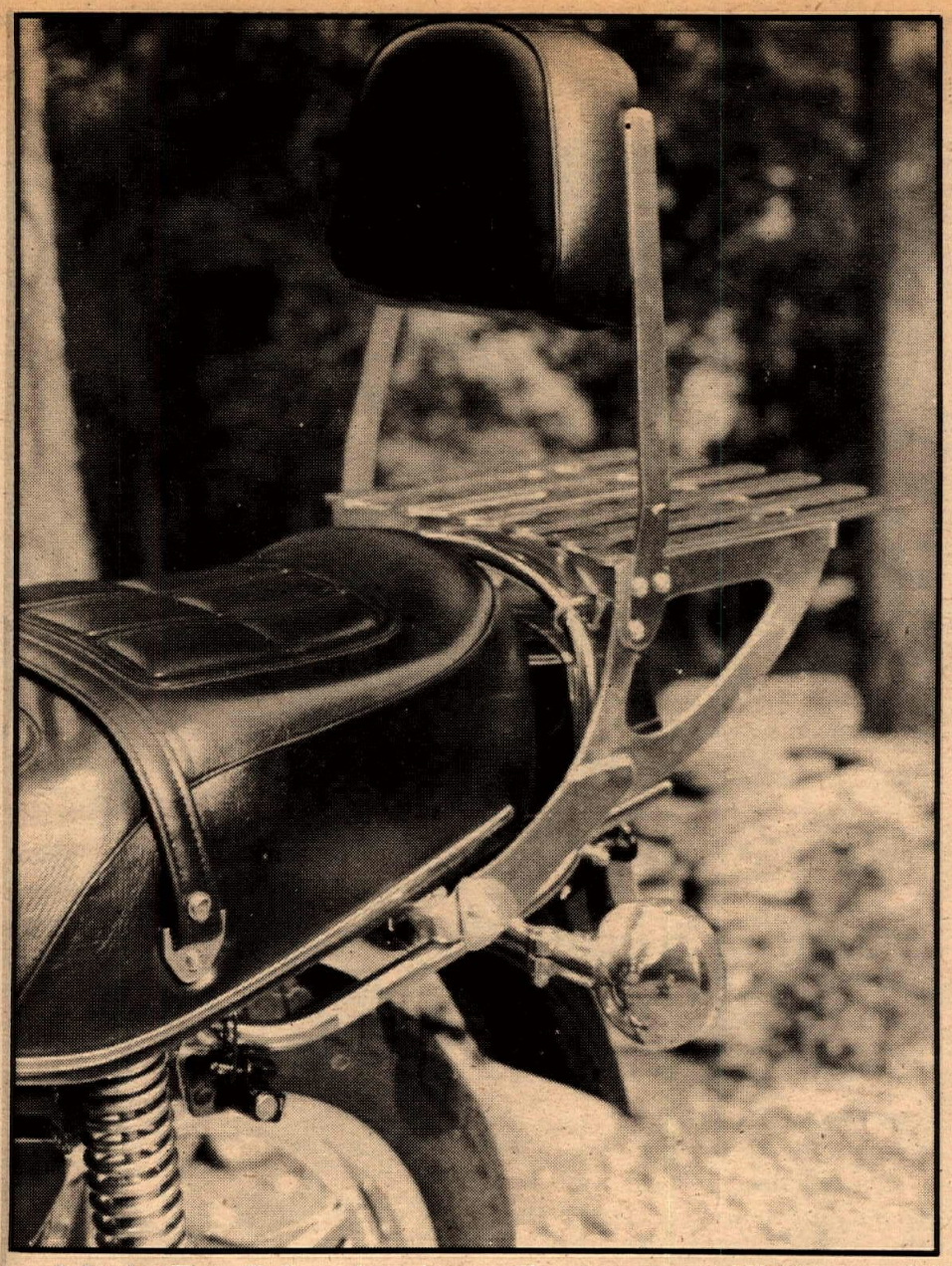
What most riders really need is a compromise - a bike that will offer enough comfort and room for two people for a weekend trip, be agile enough to commute in the city, and quick enough to make a challenging road enjoyable. To some extent all street bikes are designed with these compromises in mind (with the exception of the Ducati Desmo Sport and the Harley Electra Glide). Fortunately the degree of compromise varies, which enables one guy to select a Yamaha RD400F while another can buy a Kawasaki KZ1300. For the rider who wants to do all three, there are several good choices, the Suzuki GS750 being a notable example. But of all the bikes on the market, the one which seems to have been most specifically conceived to meet all three requirements of touring, commuting, and play racing is the Honda CX500.

However, no motorcycle can meet everyone's needs right off the showroom floor. Every rider will tailor his bike to some extent to make it work better for him. Recognizing this, we decided to add to Honda's sport touring design some of the accessories we felt would enhance a rider's enjoyment of the kinds of activities he is most likely to engage in. What we came up with is a set of items which when fitted with any reasonably good performing and comfortable street bike will make short duration tours and sport riding more enjoyable.

Of course the most important part of the package is the motorcycle. Here Honda has done the job, despite what would seem the insurmountable handicap of a 500cc twin-cylinder engine. The bike actually does perform in each of the major areas at a level only slightly below the best bikes in those catagories. It is almost as comfortable as the KZ1300, handles as well as the RD, and is unmatched by anything on two wheels for handling a rush hour traffic jam.

In order to accomplish this, Honda threw away the standard text for motorcycle design. In fact, after a close inspection of the cylinder layout, frame design, and clutch and transmission arrangement, it looks as if Honda took the engineers left over at the end of the Civic and Accord car projects and, having nothing for them to do, told them to go design a motorcycle. The result is a very automotive design with a lengthy list of unconventional features, each of which is a unique solution to an old design problem.

Water cooling reduces noise, increases reliability, and allows more power than air cooling. Shaft drives are quieter and require less maintenance than chain drives. The push rod, four valve head produces a lot of power without the complexity of four cams, a need created by the 80 degree V twin-cylinder arrangement. The narrow V allowed compactness and reduced vibration over any other configuration, but created the need for push rods and cylinder heads splayed 22 degrees from the crank center line. The transmission is below and to the right of the crankshaft for balance and rotates in the opposite direction to reduce torque reaction. The clutch is at the front because that's where it



needed to be. The cylinder and crankcases are integral, for no discernable reason other than automotive practice and manufacturing convenience. The engine acts as a frame member for efficiency. The air filter snaps out, the oil filter spins on, and the ignition timing is cast into the flywheel. The big puzzle is why they retained telescoping forks and swing axle suspension.

The whole design is topped by a styling exercise reminiscent of the Suzuki RE5 rotary, which makes one wonder why anyone ever buys it, particularly when it is often disguised to look like a Harley Super Glide. No two motorcycles in the history of the sport could ever have been more different.

But it works. The suspension is supple enough and the seat broad and deep enough to make the bike comfortable even after several hours of interstate expansion joints and back road pot holes. Despite a displacement of only 500cc it really does have enough power to pull two people plus a weekend's luggage briskly up mountains and past cars without a lot of gear shifting. Its handling cannot be faulted, and absolutely nothing drags, even with two up. The brakes are excellent. Finally, and most amazing, the transmission shifts without clunking and the engine responds to throttle changes like a normal vehicle, which proves that it was not designed by the usual Honda engineers since no previous Honda motorcycle has ever done either one of those things.

Thus the CX500 comes about as close as anything to filling the varied needs of the average motorcycle rider, even if you count the irrational desire to look like a Harley-Davidson. But no bike can be perfect right off the showroom floor. Influenced by his needs and the limits of his bank account, every rider will want to tailor his bike more specifically to his desires. This is the reason for the existence of the accessory industry, which can allow you to turn a CX500 into a mini dresser or a semi-superbike, depending on your emotional needs.

Since our stated intention was to enhance the bike's sports touring nature, we picked items which would enhance its comfort and performance, with reducing its utility. Basically we came up with two groups, one a must list and the other a nice list.

First on the must list, particularly if you are carrying a passenger, is a luggage rack/back rest. Any passenger who will ride without a back rest either has never ridden with one or is a masochist. It reduces bitching, makes more room between the riders, and serves as a handy site for lashing loose items. The luggage rack is essential for carrying extra baggage, camping gear, etc. However, since everything is carried aft of the rear wheel, it is a good idea not to concentrate much weight there as this may seriously effect the bike's stability and handling. A good quality back rest will retail at about $80.

The second must for weekend touring is a tank bag. These make so much sense one wonders why they are not standard equipment. Since it sits amidships, this is the place to carry most of the luggage, and a good tank bag will carry an impressive amount. The one shown is an Eclipse and carried a weekend's clothing for two, plus toiletries, three loaves of French bread, a bottle of wine, and a large hair dryer. It is quickly detachable for carrying, has a transparent map pocket on top for reference while riding, and exudes quality. An excellent must for 50 bucks.

The last must is a bargain even though over priced for what goes into it. The N.E.P. cruise control simply allows you to apply drag to the throttle so that it will hold a constant speed without the rider's grip. This enables you to relax your right hand and use it for other chores when necessary. If you need to slow down you simply rotate the throttle by hand or flip the release. The device is simple to install, safe, and for $11 will increase your riding comfort more than any other item.

Those are the must list - total cost $141. Without these three even a weekend trip can be a drag. On the nice list are a couple of items which could be a must depending on your climate and riding habits. We list them in order of decreasing mustness.

A rain suit (or suits) is a must in a rainy climate, a nice unless you live in a desert. A good one will keep your body dry and costs about $30. A set of Totes will do the same for your feet and cost $11. If you do much riding at night, a quartz halogen headlight may be a must. At $25 it's a nice thing to have even for occasional night riding.

Most Japanese rear shocks wear out rapidly, so you either have to live with bad handling or buy new ones. Since OEM shocks and springs are usually as expensive as good aftermarket ones, a set of S&Ws or Boges is a nice thing to have for $85. The same can be said for tires. Certain Dunlops, Carlisles, Michelins, Goodyears, Continentals, etc. will stop harder, stick better, and last longer than OEMs for about $100.

The last nice item might not be so nice if you like solitude while you ride. The Bi-Com is a two way intercom between rider and passenger. It is simply a pair of tubes which run from one person's mouth piece to the other person's ear and vice versa. Though it takes some getting used to (you literally stick it in your ear) it can make a long interstate ride more interesting if you can talk about the insanities around you. It's worth a try for $11.

Total price for the nice list-$262. Total price for the whole package - $400, about the cost of a Vetter Windjammer, installed.

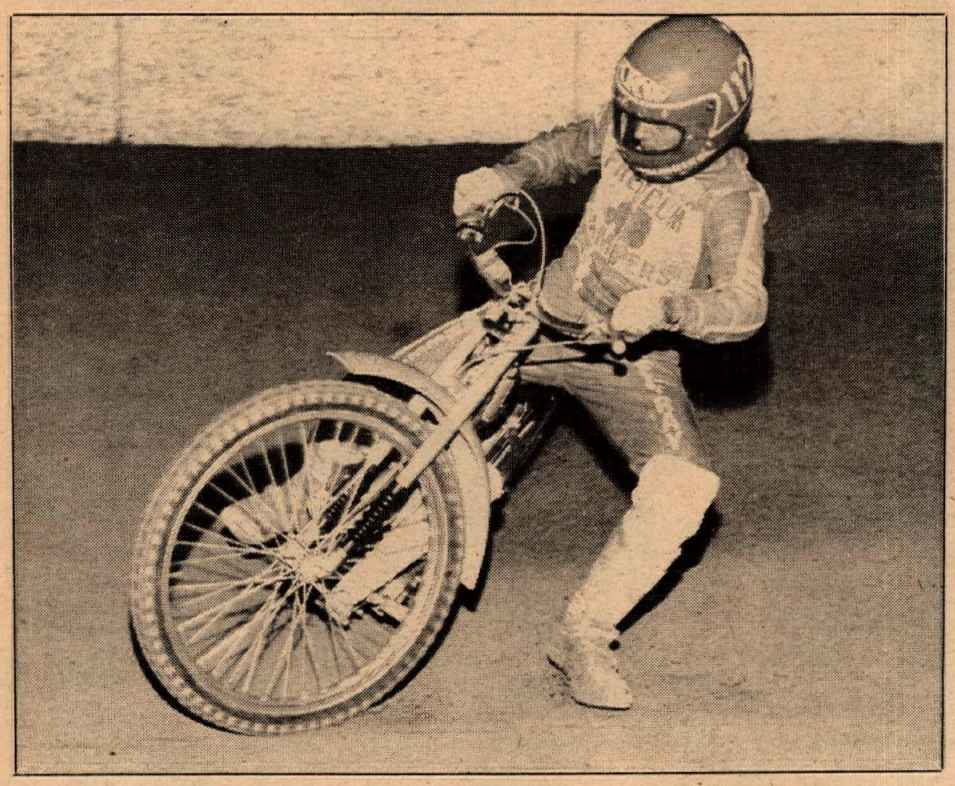
Equipped with the must list plus the intercom, we loaded up the CX500 with a friend and the French bread and set out on a weekend tour to the mountains. Even with the load the Honda was impressive. The engine makes good power for 4000 to 9000 rpm so that fourth gear could be used as slow as 40 mph. Noise and vibration control are excellent which, coupled with the good seat and suspension, make the bike comfortable even after several hours. The good throttle response and brakes plus excellent ground clearance make rapid mountain road riding possible, even with two up, something most bikes dislike. And the bike averaged 50 mpg for the whole trip.

A solo morning ride did reveal the bike's one shortcoming. For really hard charging over twisty roads the bike doesn't have enough displacement. Ground clearance, handling, and brakes all allow the bike to get through the turns with speed and safety, but the bike simply doesn't have the beans to accelerate hard above 60 mph. For this kind of riding it seems to take about a 650cc four stroke or a light 400cc two stroke to get the job done.

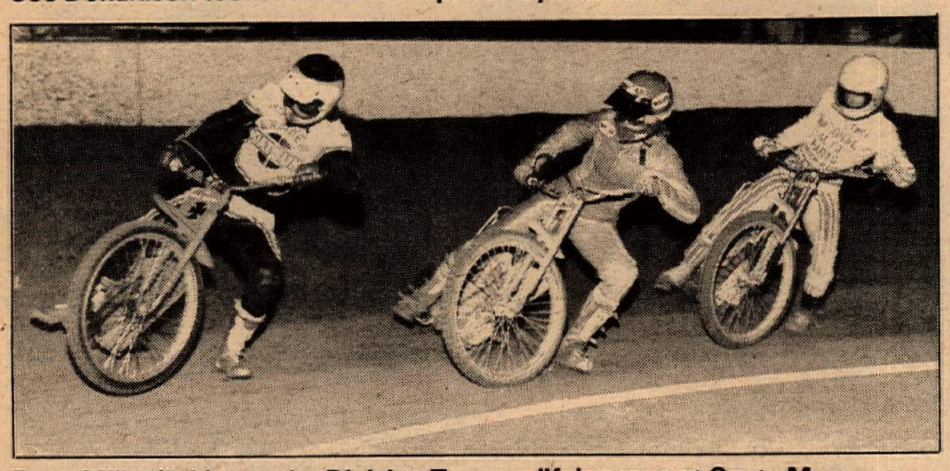
After a weekend of eating, hiking and skinny dipping (there's more to life than motorcycles) we reloaded the Honda and headed back for the city. The last hundred miles of interstate are always the most severe test of a bike's comfort. By the time we got home we weren't exactly ready for another hundred, but we were in better shape than usual. On boring sections the backrest and cruise control, plus the Honda's comfort, make things a lot more tolerable. And there is nothing like talking about sex with an attractive woman to make the miles go by in a hurry, something the Bi-Com lets you do.

Arriving home, the tank bag was unsnapped and the bike was ready to go back to commuting. And soon, with the tires and shocks from the nice list, it will be ready to go on to the race track for some endurance racing to see just how flexible the CX500 really is. •

SPEEDWAY WEEK

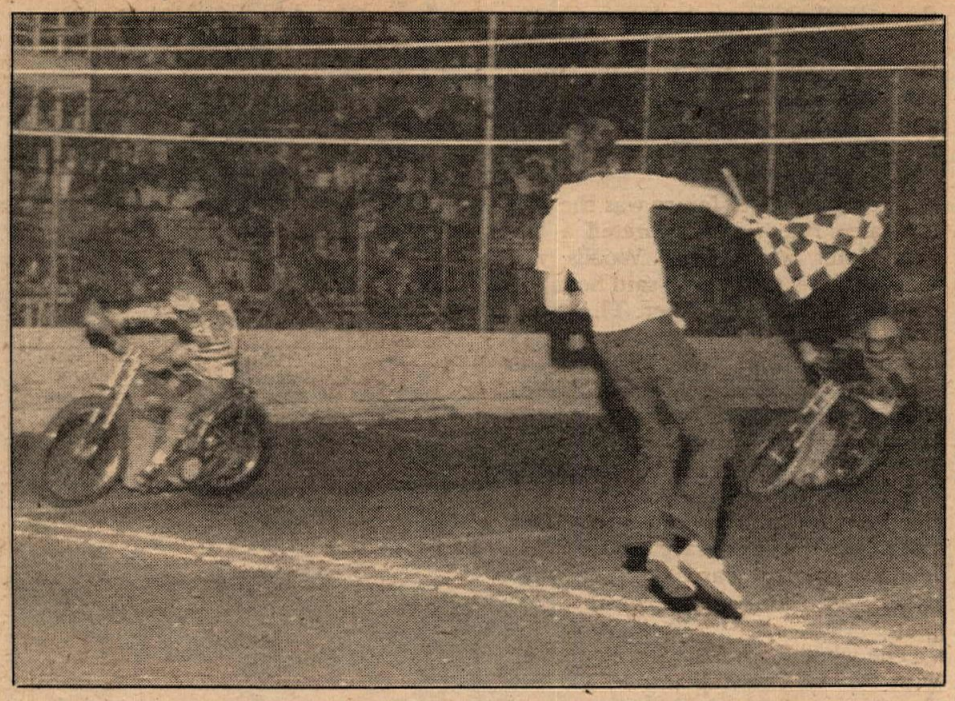


Joe Donaldson took his first-ever speedway win at Costa Mesa.



Dave Miller (left) won the Division Two qualifying race at Costa Mesa. to become eligible for Division One.

(Above) Frank Forsyth tumbles in a crash that tore off a front wheel. (Below) Dave Sims (left) and Moose Kennedy, Costa Mesa winners.



Tony Briggs crosses the line a winner at Ascot over Frank Adamo.

Moran main man at Berdoo

By Dennis Greene

SAN BERNARDINO, JULY, 4

Fourth of July fireworks set the sky ablaze with holiday cheer, but the real action was on the track where 17-year-old Shawn Moran, on a new four-valve Jawa supplied by Collins Automotive, outrode Dave Sims, Jim Fishback and Gene Woods in the Scratch Main Event. Moran has been nicknamed "The Miracleworker" because he has won so many events coming from last place, but was not the case at San Bernardino. He was in a four-way run for first place all the way; four abreast in every turn with Sims and Moran pulling away on the straightaways just slightly. Moran won with Sims taking second place. Sims also took second place in the Handicap Main just behind Mark Marriott. This was Mark's third win in First Division. His victory came from the ten-yard-line, but he showed a lot of style and good race sense.

The Frog House. What's that, you ask? It's a surfboard shop in Newport Beach that has footed the bill for Shane Hawley the past two seasons and they finally have something to jump about. Shane finally won a Main Event after running up a list of seconds and thirds that could choke a horse. He went all the way to the winners' circle in the Division Two Handicap Main Event.

A rose by any other name, and all that, won the Division Three Main Event. There are two Rose brothers, Dave and Dennis, and as yet we at *Cycle News* have not given the right rider credit for his win, or put the right name under the picture, but here's hoping!

Briggs and Faas fastest at Ascot

By Dennis Greene

GARDENA, CA, JULY 5

Just a few weeks ago Leni Faas sat in the ambulance at Ascot, after bouncing off the crash wall, wondering if it was all worth it. This past Thursday night, in front of the biggest crowd of the season, he won the Handicap Main Event.

Mike Peddicord was the early leader of that race, setting a very fast pace. Shawn Moran and Faas both started at the back of the pack on the 50-yard-line, and as they worked their way through traffic, picked the right trail to victory.

Mike Bast, who did not race, sat in the announcer's booth with Bruce Flanders talking about the races. Mike was taking a few days off while all his equipment was being re-worked for the second half of the season. Bast put up extra money out of his own pocket to the winner of the Scratch Main Event, who he will race against next week in the Feature Match Race. Again, he will put up the bucks, winner take all.

Tony Briggs won the Scratch Main over Frank Adamo, Shawn Moran and Brad Oxley. So it will be Briggs against Bast in next week's Match Race.

If you've ever wondered why our riders have to work so hard to win overseas on the big European tracks, you can get a good idea when you see Briggs on the big oval at Ascot. Besides going fast as hell, he never seems to back off and rides smooth as glass.

Moose Kennedy made up for last week's loss in the Division Two Main Event by running away with the Main.

Sims sharp at shaky Costa Mesa

By Dennis Greene

COSTA MESA, JULY 6

I can't use the same words the riders are using to let out their frustrations on the way the rules are being interpreted, but the saying, "Justice is blind" is true.

Case in point: one rider banged into two different riders in two laps. The first rider he hit ran into the crash wall taking another rider with him. The red flag came out, stopping the race, but the rider who set up the crash kept on racing, and knocked off yet another rider. According to the rules, or at least the rules that were used last week, if you knock someone off, youre disqualified. But, that was not the case this time. In fact, since

the red flag stopped the race, the official lap score was taken from the lap before. The guy who put three other riders on the ground went on, got the transfer spot, and ended up in the Handicap Main Event where he took second place.

Adding insult to injury was the way the same rule was interpreted a few races later when Gene Woods was scored last — the official said he made contact with a slower rider. That rider was already sliding out and on his way down when Gene got to him. Gene said, "He scared himself down. I never touched him." That was the way the flagmen in the corner saw it as well. But the official must go by what he sees, not what he's told, which brings up the old argument that one referee can't work the entire race track. That's like asking one baseball umpire to cover the whole game from home plate.

The whole night's racing was poor, with no one knowing just which way the rules would be laid out on them. About the most exciting happening all evening was Joe Donaldson's win in the Handicap Main Event. It's been a long time coming for the young man, who worked all the way up from Junior Speedway, through Third and Second Division, and into First Division without winning a Main Event. That's right, Joe told me at the trophy presentation that he has never won *any* Main Event before tonight.

The Junior Speedway exhibition was fun, but there is no Junior Speedway program in the southland because at least one-third of the bikes fail to run, another third of the riders fall in the first lap and a two-man mini race is a bore. And as much as I love to see the kids run, their part of the show was not any better than the rest.

Dave Sims scored an outstanding ride in the last event of the night, the Scratch Main Event, holding off his teammate Gene Woods for the win.

If I sound bitter, I'm getting that way because the behind-the-scenes politics, favoritism and lack of equal treatment have gotten way out of hand. Riders no longer feel that their complaints to management are heard. And even if they do get a chance to sound off, about the only thing they can be assured of achieving is being left off the program in the future or having the whole weight of a rule brought down on them for some lightweight error.

Speedway is my personal favorite part of the whole motorcycle racing scene and in 11 years of covering the sport, I have only missed two nights of racing. I've seen the riders come and go; some try a comeback, but this year some riders have turned their backs on Speedway and walked away without a backwards glance. In every case, where I have run into them at other sporting events, I ask them a simple question: "Why did you hang it up?" Answer: "Too much bullshit!"

Results

SAN BERNARDINO, JULY 4

SCRATCH MAIN EVENT: 1. Shawn Moran, 2. Dave Sims, 3. Jim Fishback, 4. Gene Woods.

HANDICAP MAIN EVENT: 1. Mark Marriott, Dave Sims, 3. Jim Fishback, 4. Dan McNeill, 5. Gene Woods, 6. Stan Flanders.

DIVISION TWO: Shane Hawley.

DIVISION THREE: Dennis Rose.

ASCOT, JULY 5

SCRATCH MAIN EVENT: 1. Tony Briggs, 2. Frank Adamo, 3. Shawn Moran, 4. Brad Oxley.

HANDICAP MAIN EVENT: 1. Leni Faas, 2. Mike Peddicord, 3. Shawn Moran, 4. Shawn McConnell, 5. Larry Kosta, 6. Bob McLain.

DIVISION TWO: Moose Kennedy.

COSTA MESA, JULY 6

SCRATCH MAIN EVENT: 1. Dave Sims, 2. Gene Woods, 3. Bob McLain, 4. Larry Kosta.

HANDICAP MAIN EVENT: 1. Joe Donaldson, 2. Brad Oxley, 3. Dave DeTemple, 4. Craig Schaefer, 5. Louis Lindwall, 6. Kurt Strommer.

DIVISION TWO: Keith Chrisco.

DIVISION THREE: Steve Potts.

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TRIPES RIPS UP RED BUD

Honda's Typhoon Blows Away 250 Elite; Wise Grabs 3rd

What do you need to win in the major leagues of American motocross?

Some guys will tell you the only way is to get yourself a factory ride on one of those long-legged, exotic buzzsaws constructed entirely of "unobtanium."

But for Team Honda's Marty "Typhoon" Tripes, the starting point is a production Honda CR250R. And for the second time in three starts, Tripes has proved his point the best way possible, running away with both motos in the 250 cc Nationals July 1 at Red Bud Track 'n Trail in Buchanan, Michigan. To make it an even brighter day for Team Honda, Texan Steve Wise hustled his way to 3rd place overall.

Tripes' mount was the same one that carried him to victory at Sears Point, California June 17: a modified production CR250R. But his approach at Red Bud was different: He simply blasted away from everyone on the fast-and-hilly sand-clay layout. When it was all over, Tripes had led all but the opening laps of moto two.

Are you tired of eating roost? If you are, maybe it's time to get started with the Marty Tripes program: Get a Honda CR. The red hot CR250R. The all-new CR125R. Check 'em out at your nearby Honda dealer today.

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Desert Hotline

Gary Charters tries soaring.

Balentine takes impressive Buzzard win

By Joyce May

FREMONT VALLEY, CA, JUNE 24

Although Bob Balentine got off to a very bad start at the Buzzards D-37 hare scrambles, by the time he reached the finish line he had built up a most impressive lead.

The riders were anxious to get started on their three loops and were ready on the starting line at 9 a.m. But they had to back off and regroup for a 10 o'clock start because of another delay when the ambulance showed up late. (This is getting to be a habit with them!)

The BLM was well represented at this race with three personnel, including an armed ranger in attendance with several very busy cameras.

During the wait Balentine was sporting a hat with a very interesting band made of the skin of a four-foot Mojave green rattlesnake, which he had recently killed.

In the mad scramble to the bomb Balentine proved that he isn't superhuman after all, as he got off quite hard, but was back up and on his way again in a few minutes.

Anaheim Husky's Mark Zoller had the lead as the dust trails converged onto the course past the bomb. Zoller had primed himself for this one and made the most of the dust-free trail.

One of "Dale's Boys," Chuck Miller, was once again in the challenger's spot, giving Zoller a good push.

Brad Henson, back on the scene after a long "recuperation," was in the third spot with Greg Thomas, a very unheralded but deserving young 250cc rider, following closely behind.

Next were Suzuki ace Rich Zajic and Amateur Ken Upp.

After six 250s, three heavyweights made their appearance: Kevin Hasten, Balentine, and Ed Zarp.

First Trailbike was no surprise; Cliff Thomas has a way of usually being in that spot. "Doc" Morris Norman was the Senior leader.

In the 26th space was "Pixie" Kelly Kline followed by the first two "C" bikes piloted by Charlie Hamill and Torsten Corum, a small hurricane on two wheels.

The course led to the back side of the mountains where little relief from the heat could be found as the course led in and out of canyons and up and down Government Peak, leaving little or no time for rest.

By the second check Balentine was beginning to show why he's the superstar he is, as he worked his way up through the fast traffic into the third spot behind Zoller and Miller.

By the third check Miller had broken and Balentine was threatening in the second spot. Coming across the rolling foothills back towards the pits, the chase was on with Zoller throwing up a cloud of dust as Balentine grabbed more throttle on his big KTM.

Zajic had the third overall spot tied down followed by Henson and G. Thomas. Zarp had the next slot followed by Norman, Lee Scheffers, and C. Thomas.

In 11th was the first Amateur, Fred Strong (250cc) with first Amateur "C" rider, Scott Atchison, right behind him.

The Novice race for the lead was a real duel between #537x and Dan Smith (400cc) as they moved over the course at break-neck speeds.

The Novices, Amateurs, and Experts had two more loops to transverse, but the Beginners and Novice Trails had only a single loop to complete. It was #373c that took the overall Beginner win followed by Rex Pitts (Open), Mike Hagen (Open), and David Lovell (250cc). First Novice Trail honors once again went to Bill Mattox.

As the second and third loops were ridden, the hardest hit by the very exhausting, but also very challenging, course were the very large number of Seniors. This group of extremely dedicated and determined guys were fighting a battle between their desire to finish and their thoughts of giving in to their exhaustion.

A familiar riding style was observed as the third loopers were making their way around the course. It was Bruce Ogilvie trying out his mended shoulder.

After three loops of hard riding, Balentine crossed the finish line for the win. Then the real wait began. Finally the blue worn by Zoller was spotted. In Zoller's effort to catch Balentine, he had, in turn, stretched a very respectable lead over third place Zajic.

Scheffers had moved into the fourth overall spot while Dan Ashcraft, whose natural way of riding looks like he's always on the "brink of disaster," had moved him up into fifth overall spot.

Zarp held onto sixth overall, third Expert Open. "Doc" Norman rolled past the checkered in seventh overall (first Senior), while Hamill had displayed why he carries the number one "C" plate by moving through the ranks from 27th to eighth overall, first Expert "C."

Amateur Strong was next, followed by Trailbike ace Thomas. John McCormick was the first Amateur Heavyweight with Dave Hornbeck earning the Amateur "C" honors.

Kelly Kline was first gal while consistent Diane Holeman earned the second spot.

No. 537x had dropped out on the last loop after leading it for so long. Smith took the Novice win followed by Richard Kyees (250cc).

Although the Buzzards club was sorely undermanned, they managed to lay out a creative course and covered it with three well-placed checks.

Note: Reminder to the 30 and over age group. The D-37 Veterans class began on July 1 for a trial run to the end of the year. Support it.

Jack Johnson rode to the overall win at the Chargers West MRAN GP.

Johnson clips MRAN Clover Creek GP by seconds

By Skip Johnson

CALIENTE, NV, JULY 1

After Jack Johnson streaked into the finish impound area on his Team Husqvarna 390, the official time clock seemed to be waiting for Husky teammate Scot Harden to catch up. Johnson's time was still being recorded as Harden exploded around the gravel-strewn pavement corner just before the finish, desperately trying to stop the clock in time.

Harden's throttle was full-on as he flashed by the finish to stop the clocks only seconds after Johnson. Unfortunately for Harden, his corrected time gave Johnson a 17-second edge and the overall win. Harden knew it could be close and his final charge was so hard he was unable to keep from sliding into parked rider Tom Scales who was also checking in, one lap down, in the too-narrow, too-shallow impound area.

The race was the sixth annual Clover Creek Gand Prix, a Motorcycle Racing Association of Nevada-sanctioned event sponsored by the Chargers West M.C. and the Caliente Volunteer Fire Department. The GP utilized a timed start, (MRAN's first ever) with waves of five riders each 15 seconds beginning with the Expert, Amateur, Over 38, and Novice divisions.

Everyone raced along a refreshing and challenging 20-mile-plus course which combined six miles of creek bed zig-zagging over 20 water crossings, high speed roads, mountain trails, virgin ground, hills, sandwashes, rocks, plus a mile or so of road rashin' on the streets of downtown/residential Caliente. Caliente is a small, primarily mining town 150 miles north of Las Vegas and just where downtown stops and residential starts is hard to determine.

The Chargers West work closely with the city council and concerned Caliente citizens to insure a truly enjoyable, truly authentic off-road grand prix. Nevada is one of the few areas where motorcycle racing, the racers and the spectators are generally welcomed and encouraged to involve themselves. The Nevada BLM worked closely with the Chargers, as they will with other Nevada clubs and actually went along with club members and made recommendations on how and where the course should or should not go. Combine this type of active cooperation with equally enthusiastic private land owners that allow racers use of their land, and the Nevada desert provides one of the few areas where all of the things that used to make up cross country racing still happen.

Some 50-plus Experts were flagged off row by row promptly at 9:00 a.m., with early leaders including local whiz-kid turned national motocross and supercross contender Lenny Giger riding a Honda/Kawasaki of Las Vegas-sponsored Kawasaki 250. His race was over early, however, as he clipped a rock only a couple of miles out which apparently broke his clutch cover.

The course took the racers quickly into a creek bed where they splashed and roosted each other for some miles and then jumped onto a very fast section of road. This seemly simply portion of the course was the end of the line for a number of the front runners as the road made blind downhill veer to the left and then a sharp right, both of which were almost immediately obscured by dust and consequently caused the largest pile-up of the day. Current 250cc points leader Keith Adams was taken away with arm injuries as well as others with collarbone and rib problems. Johnson was sent over the bars but luckily landed easy and near his bike in the midst of what Casey Folks, recent Baja

Class 30 winner and also involved in the pile up described as a "Vietnam War Zone." Johnson quickly restarted and began chasing the physical overall leader Kevin Davis (250 Mai), fresh from the previous night's 250cc Pro win at the local Las Vegas Saturday night motocross. They were followed physically by Sid Tarbet, a Husky mounted Open Expert, an unidentified pie plate rider #A, Mike Miller (450 Mai), and Harden.

Sixth overall on the first lap and second 250cc Expert was Leonard Sikorski (Yam) followed closely by number one 250cc rider Marc Knudsen (KTM), on his first ride after breaking some toes just prior to the Las Vegas 400. Billy McDaniels on a borrowed Suzuki came around next, holding down first 125cc overall, which he did all day, and he was followed by the first two Amateurs and a surprisingly hard charging Max Switzer, the first Over 38 rider. I guess Max must be getting along OK with new new Maico!

By the second lap Johnson had managed to put a bikelength on Davis into the pits. They had about five minutes on now third overall Harden, who was followed by Tarbett, the phantom rider "A," Miller and Sikorski. Knudsen was next, about 10 minutes behind, now being followed closely by Chris Howard on a 250cc Maico. Howard seems to be recovering very well from a broken leg suffered earlier this season since he finished a close second to Davis in the 250cc Pro MX the night before in Las Vegas.

On the third lap things started to get confusing as Johnson whipped in a 35-minute lap and hurried to his pit to replace a flat rear tire. Davis also limped in, sans footpeg and with a flat rear tire. Harden nearly knocked himself silly sailing over the bars but recovered quick enough to move within one minute of Johnson, who was still first out of the pits to start lap four. Tarbet came through about four minutes later, being quickly pursued by a repaired Davis, then Sikorski, who was soon to drop out with a flat rear tire. The battle for second 250cc overall tightened as Howard and Knudsen left the pits almost together with Howard taking the lead when Knudsen slid out momentarily on the slippery sand covered blacktop in the pits. The fourth lap reflected pretty much the same order, with Johnson cutting a 27-minute lap and Harden moving to within two minutes of him. The front runners were lapping more and more of the rest of the pack and considering the staggered starting positions, keeping track of who was where became harder and harder.

After the spectacular finish of Johnson and Harden, one of the next to finish lap five was Tarbet, followed by Davis and, within minutes, Howard. Their times would be close, but the unofficial nod goes to Davis for first 250cc. A few miles out on the course sat a disappointed Knudsen, who had lost his ignition while battling with Howard. Rolling in next was first Over 38 rider Switzer who seemed to make up more time throughout the duration of the race then anyone. First 125 overall was McDaniels who reported, "It's easier letting the fast guys by, then trying to pass the slow ones." (He started in the front row!)

The official results will follow soon, after the score keeper unravels the 200-plus tank cards and time slips. Keep the first weekend in July open next year and become a part of the Chargers West interpretation of classic grand prix motorcycle racing. ●

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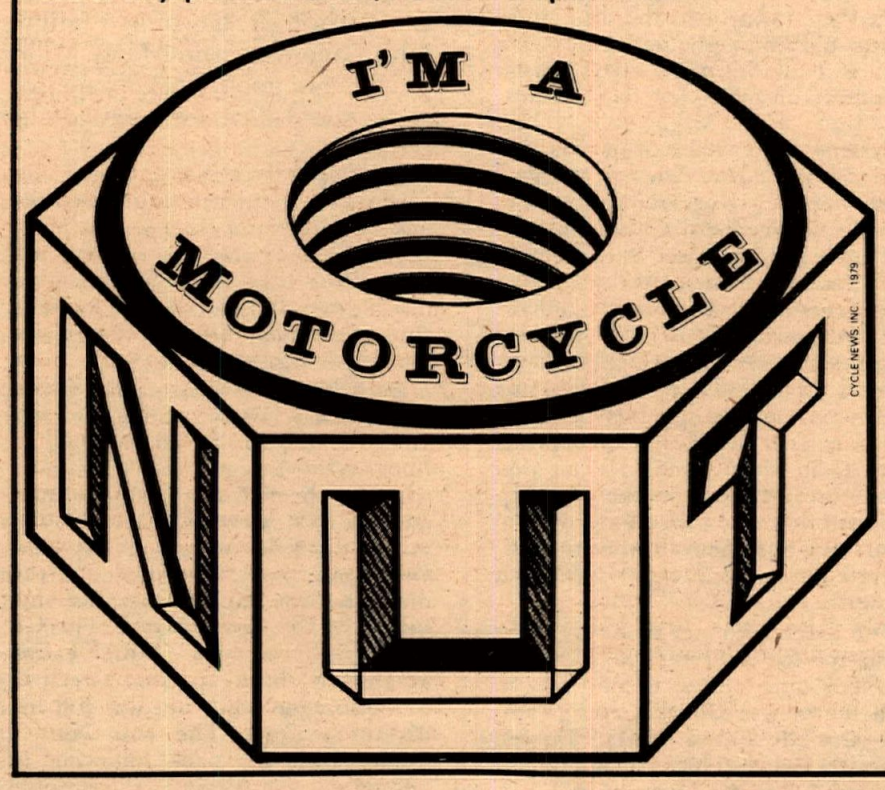

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DeAnza 250cc Pro winner Mark Barnes leads Clint Tarvin.

Barnstorming at DeAnza MX

By Ron Lawson

SUNNYMEAD, CA, JULY 1

Barnes Yamaha rider Mark Barnes was unstoppable in the 250cc Pro class at DeAnza Sunday, taking both motos by storm. He timed the countdown and blast off just right in the first moto and shot into the first turn ahead of Chris Tarvin (Hon) and Clint Tarvin (Hon). Barnes slowly pulled ahead while Chris and his brother diced for the runner-up spot. The family feud went until the seventh lap when both Clint and Jerry Hensley (Suz) managed to get by Chris. Hensley didn't stop there and before the checkered flag came out he was sitting in second place ahead of Clint. Bob Stephenson (Suz) was fifth.

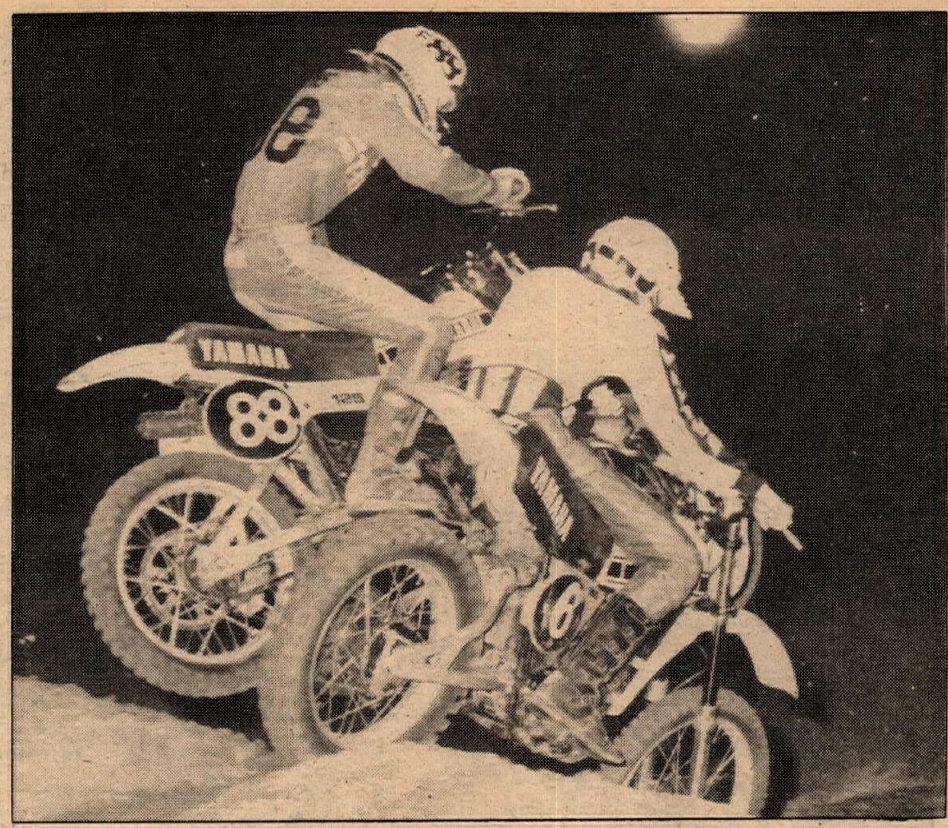
In the next race, Clint jumped into the lead with Barnes right on his tail. After a short dice Barnes was back on top but Clint was still at word holding off Randy McLyntre (Yam) who held right on to the Honda rider's tail for 10 laps. McLyntre kept looking for an opening that never came until just before the white flag when he dropped out of the race. Hensley was securely in fourth all this time while Chris was dicing with Stephenson and Frank Cody for fifth. When McLyntre came off the track, they all moved up a spot and that's how they finished.

In the Open Expert class three riders that were quite capable of winning clashed with each other, making for an exciting race. First Mark Page (Mai) held the lead, then 13-year-old Eddie Michetti (Mai) took over. But on the next lap, Michetti went down and Page was back on top, this time with Mike Said (Mai) pressuring him. Then Said was the rider to go down, giving Michetti another chance to get into the money. The dice for second place went all the way to the last lap where Michetti held on to a narrow lead. In the next race, Page jumped into the lead while Said and Michetti followed. Michetti passed Said, then started to work on Page. It took most of the race for Michetti to find an opening, but once he did pass Page, his stay on top was once again short lived. He tangled with a lapped rider on the 10th lap and went down, but then Page did the same thing and the lead went to Said. Overall it was still Page, Said and Michetti.

The 125cc Beginner class was again a triumph for Robert Tello, Jr. (Suz), who took both motos. Behind him in both motos was Chuck Gehis (Yam) and Cor Schouten (Suz). Darren DeFluiter went 4-5 for fifth behind Jeff Pledger's 5-4 fourth placing.

Results

PEE WEE #1: 1. Kimberly Robertson (Suz); 2. Mark Hoopinggarner (Suz).
PEE WEE #2: 1. Nathon Slater (Suz); 2. Allan Brehm (Suz).
PEE WEE #3: 1. Kerry Tarvin (Yam); 2. Michael Michetti (Hon).
MINI BEG: 1. Steve Morehouse (Kaw); 2. Jimmy Palmer (Yam); 3. Mike Thompson (Kaw).
MINI NOV: 1. Danny Wawrzyniak (Yam); 2. Leonard Robertson (Suz).
125 BEG: 1. Robert Tello (Suz); 2. Chuck Gehis (Yam); 3. Cor Schouten (Suz).
125 NOV: 1. Ed Gehis (Yam); 2. Joe Klaeger (Yam); 3. Jim Edmiston (Suz).
250 NOV: 1. Mike Ward (Suz); 2. Ken Miller (Yam); 3. Dale Ream (Hon).
250 INT: 1. Pat Taylor (Hon); 2. Alan Painter (Hon); 3. Mark Branch (Suz).
250 EX: 1. Mark Barnes (Yam); 2. Clint Tarvin (Hon); 3. Jerry Hensley (Suz).
OPEN NOV: 1. Scott Wilson (Yam); 2. Tim Holcombe (Yam); 3. Rob Megdal (Suz).
OPEN INT: 1. Ron Lawson (Suz); 2. Frank Said (Mai).
OPEN EX: 1. Mark Page (Mai); 2. Mike Said (Mai); 3. Eddie Michetti (Mai).
SR VETS: 1. Paul Wilde (Yam); 2. Ron Brehm (Kaw); 3. Ed Michetti (Mai).
BEG VETS: 1. Danny Drew (Yam); 2. John Said (Mai).



Tom Sawyer (6) and Todd Simmons get a little close at Corona.

Taylor takes Corona home

By Ron Lawson

CORONA, CA, JUNE 29

Even though Corona regulars John Greenway and Marty Miller put in very good rides respectively in the 125cc and 250cc Pro classes, the show belonged to LOP's Dave Taylor at Corona. Taylor won both classes easily with four moto wins in spite of the tough competition.

In the 125cc class, he won the race to the first turn while Greenway followed on his DG Honda ahead of Rick Rodgers (Kaw), Keith Williamson (Suz) and Scott Manning (Suz).

Both Taylor and Greenway started to pull away but the battle lines were being drawn for a hot struggle for third. While Rodgers and Williamson, who have been dicing since the Intermediate days, were involved with each other, the rider to watch was Andy Orescanin (Suz). He started off in ninth but by lap six he was right behind Williamson, who then crashed, making Orescanin's job easier. Meanwhile, back up front Greenway had also gone down but was still in a distant second. The win went to Taylor with the pack following far behind.

In the following race Taylor and Greenway again made shambles of the rest of the field. As in the first round the race for third was close, with rarely more than 40 feet separating five riders. Orescanin finally pulled slightly away and the finishing order was Taylor, Greenway, Orescanin, Todd Baldwin (Suz) and Manning.

Taylor did the same thing to the 250cc class with Don Griewe (Kaw) following through most of round one. The only rider who was turning faster laps than the LOP 'shoe was Marty Miller (Suz) who came up from the rear to pass Griewe and close on the leader. The checkered flag, however, prevented a full scale battle from erupting. The second race saw Miller pull the holeshot but crash before one lap was complete. Taylor won for the fourth time that night with Juan Benavidez (Yam) second and Griewe third. Overall, Griewe and Benavidez switched positions for the money.

The 250cc Novice race was hardly a race at all with Tom Hodgin (Suz) running away and hiding from the rest of the pack. The closest of his victims was Craig Fisher (Suz) who went 2-2 ahead of Jim Galatioto (Suz). Hodgin, who is 14 years old and can count the number of times he has ridden a 250cc on one and a half hands, will contest the Intermediate class next time he rides.

Results

MINI BEG: 1. Phil Smith (Yam); 2. Rich Galatioto (Kaw); 3. Tony Rottleder (Yam).
MINI BEG: 1. Steve Morehouse (Kaw); 2. Tim Rutherford (Kaw); 3. Don Black (Suz).
MINI NOV: 1. Gary Clark (Yam); 2. Danny Wawrzvniak (Yam); 3. Jason Wagner (Yam).
100 BEG: 1. Tony Tetone (Suz); 2. Pat Schreffler (Yam); 3. Matt Urhanek (Yam).
100 INT: 1. Randy Fleisher; 2. Tony Rossetti (Yam); 3. Rob Chaplin (Yam).
125 BEG: 1. Jamie Johnson (Hon); 2. Mike Schexwyder (Yam); 3. David Barnes (Suz).
125 BEG: 1. Cor Schouter (Suz); 2. Tom Weekes (Suz); 3. Tack Scott (Yam).
125 NOV: 1. Steve Redding (Hon); 2. Don Berry (Suz); 3. Chris Scott (Suz).
125 NOV: 1. Don Blain (Suz); 2. Mike Brinkley (Yam); 3. Kenny Gossey (Yam).
125 BEG: 1. Dirk Davidow (Yam); 2. Dean Henthorn (Yam); 3. Mike Garcia (Kaw).
125 INT: 1. Rick Jackson (Suz); 2. Ryan Eide (DG); 3. Jerry Black (Yam).
125 PRO: 1. David Taylor (Yam); 2. John Greenway (Hon); 3. Andy Orescanin (Suz).
250 BEG: 1. Kevin Bennett (Yam); 2. James Mobley (Yam); 3. Chuck Duraw (Suz).
250 BEG: 1. Cosmo Daquila (Suz); 2. Kenneth Bradshaw (Hon); 3. Robert Bell (Hon).
250 NOV: 1. Tom Hodgin (Suz); 2. Craig Fisher (Suz); 3. Jim Galatioto (Suz).
250 NOV: 1. David Neal (Hon); 2. Robert Esparza (Yam); 3. Kevin Andrews (Hon).
250 INT: 1. Eric MacCracken (Hus); 2. Dave Fernandez (Yam); 3. Scott Lantz (Hon).
250 PRO: 1. Dave Taylor (Yam); 2. Don Griewe (Kaw); 3. Juan Benavidez (Yam).
OPEN BEG: 1. Terry Windst (Suz); 2. Dave Duke (Suz); 3. Bob Klobe (Yam).
OPEN NOV: 1. Paul Schreffler (Hon); 2. George Wehrman (Yam); 3. Pat Longfellow (KTM).
OPEN INT: 1. Mike Roach (Yam); 2. Laddel Eide (DG); 3. Kinny Jones (Hus).
OPEN PRO: 1. David Williams (Mai); 2. Greg Cote (Mai); 3. Ted Hoyt (Yam).

Doug Jacobs took third in the CRC Racing World 125cc Intermediate class.

Maloney, Cavness, Rough top CRC Racing World MX

By Keith Clemons

TRABUCO CANYON, CA, JULY 1
Racing World played host to California Racing Club's latest gathering and gave the entries a shot at getting the area wired before the upcoming $7,500 Tri Race I.R.C. Series.

Hot was the word for the day, not just in temperature, but in action. Brian Maloney hustled two 250cc Pro wins on his ESC Honda to take an unchallenged first overall. But it wasn't all smooth sailing for Maloney. In the first moto Greg Waldrup led the pack for eight laps but for unknown reasons pulled to the side of the track in the ninth and quit the race. Maloney took over the lead with David Behlings coming up to catch second place. When Maloney fell, Behlings took a shot at stealing first but Maloney was quick to recover and held his position. From there on home Maloney held the front to win. Behlings, however, took a short powder in the dust and ended up losing his position — though he was able to get back up still in second his front brake jammed and had to be kicked loose which let Vanya Samarin pulled the option on his position. Samarin finished second with Behlings third.

Next time around Tim Chriswell holeshot but Behlings pulled a lead on him before the finish of the first lap. Behlings held the lead for two laps but fell, letting Maloney into the front. Third place Kevin McNeal clipped Behlings in the turn and made haste to capture second. Behlings got back into the race in third where he finished. First overall went to Maloney, second to McNeal and third to Behlings.

Open Pro Scott Cavness took two strong wins in the Open Pro race. Rich Bland who finished twice in second was holding a close dicing contest with the Anaheim Suzuki-sponsored Cavness for a few laps in the first moto, but Bland blew out on a berm and was only able to pick it up in time to keep his second place position away from Carney Briggs who finished third.

Curtis Rough rode his Kawasaki through two winning 125cc Pro motos for top pay in that race. Richard Barron finished second both times around for second overall.

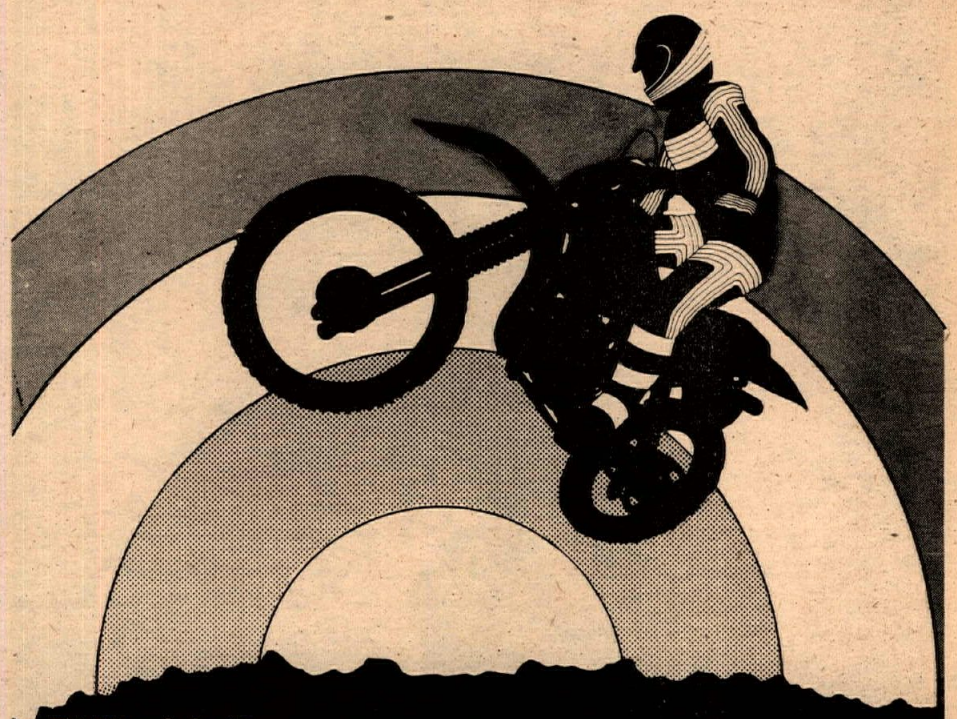
Results

OPEN PRO: 1. Scott Cavness (Suz); 2. Richard Bland (Mai); 3. Carney Briggs (Mai).
OPEN INT: 1. Steve Tafoya (Hus); 2. Doug Pridell (Mai); 3. John McCormick (Hus).
OPEN NOV: 1. Jim Spight (Mai); 2. Brian Barr (Yam); 3. Frank Foust (Yam).
OPEN BEG: 1. David Pisarski (Suz); 2. Bob Klobe (Yam); 3. Mike Stanford (Yam).
250 PRO: 1. Bryan Maloney (Hon); 2. Kevin McNeal (Yam); 3. David Behlings (Yam).
250 INT: 1. Duane Mapes (Mai); 2. Ron Kain (Kaw); 3. Glen Wells (Hon).
250 NOV: 1. C.J. Wenner (Suz); 2. Tom Sarac (Suz); 3. Rusty Hannah.
250 BEG: 1. Wayne Ogden (Suz); 2. Ted Studley (Hon); 3. Mike Bell (Suz).
125 PRO: 1. Curtis Rough (Kaw); 2. Richard Barron (Yam).
125 INT: 1. Ryan Eide; 2. Mike Hanley (Yam); 3. Doug Jacobs (Suz).
125 NOV: 1. Steve Redding (Hon); 2. Jerry Lohr (Suz); 3. Mike English (Suz).
125 BEG: 1. Steve Braseny (Suz); 2. Vic Lohr (Suz); 3. Jim Patterson (Suz).
VETS SR: 1. Bob Hayes (Mai); 2. Jake Buckner (Mai); 3. Charlie Conway (KTM).
VETS INT: 1. William Millar (Suz); 2. Buzz Moeller (Hus).
VETS BEG: 1. Mark Infanti (Yam); 2. Mike Gahan (Yam); 3. Ray Williams (Suz).

Woody wails at Speedway 117 MX

By Rod Eschenburg

CHULA VISTA, CA, JUNE 27
It was "Banzai City" at Speedway 117's CMC/ND Spark Plug Summer Series round as no less than



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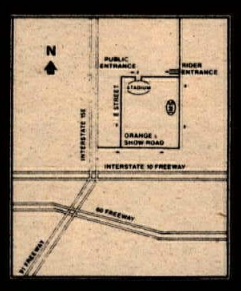

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Las Vegas' Kevin Davis topped the 250cc Pros at CRC Saddleback.

five of the 13 classes were decided with incredible second moto tie breaker efforts. In what has become the feature class at Speedway 117 — the 125cc Intermediates — "Wailin' Woody" Carlson (S.D. Kaw) had to do a real zap job on the always large and tough field right off the gate and hang on for the tie-breaker win over a very hard charging Gary Graham (Suz).

In the first moto it was Carlson zooming into an early lead, but Graham pulled a beautiful pass to grab the lead midway through the moto and run away with it.

Graham looked to be the favorite in the second round, especially when he began closing up on Carlson, but Woody seemed to have eyes in the back of his helmet as he was able to withstand the numerous challenges of Graham to take the gold.

As wild as the 125cc Intermediates were, the 125cc Juniors were even wilder as the first division produced an incredible four-way tie with Danny Jones pulling off another one of his patented last-lap charges to score the win with a 4-2 effort over Pat Kidd (3-3), Mark Stone (2-4) and Curt Fryling (1-5). Jones' win not only hinged on his getting the second in the moto, but also on Mark Stone's last second pass into fourth over Fryling. The 500cc Juniors featured not only a tie-breaker second moto win by Bob Tuttle, but it was also Tuttle's first ever moto and overall win of his career! The Minis were not to be outdone by their big brothers with David Growson showing up for the first time in months and squeaking through with a tie-breaker second moto win over Larry Butler.

Results

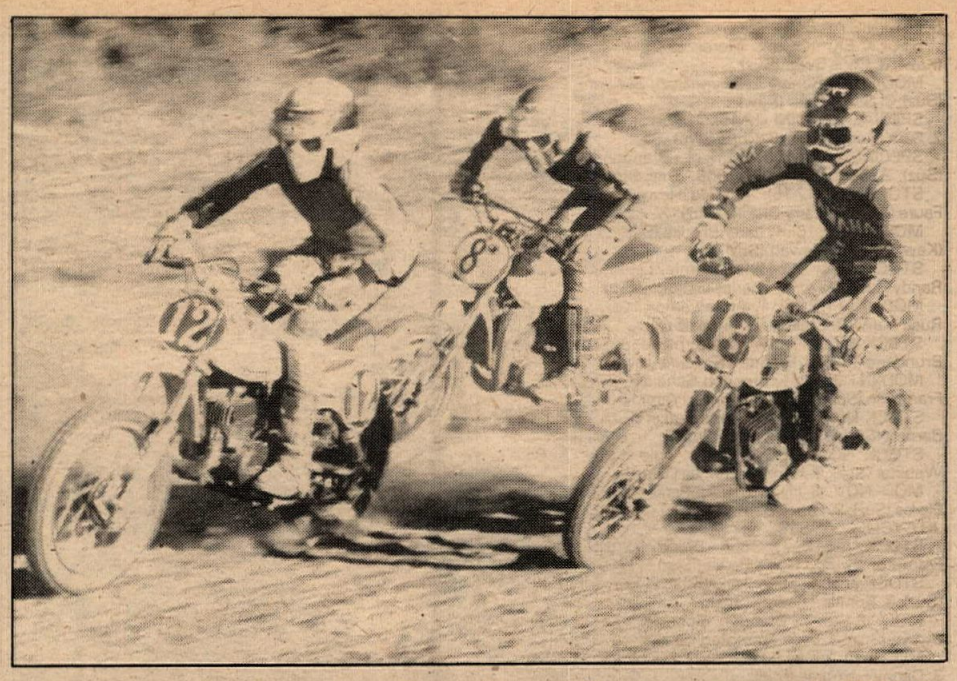
250 PRO: 1. Kirk Grissom (Hon); 2. Mark Page (Suz).
125cc PRO: 1. Scott Meyer (Suz); 2. Tim Theodore (Suz); 3. Chuck Maurath (Suz).
500 INT: 1. Randy Norman (Yam); 2. Tom Nimtz (Yam); 3. Elmar Kruza (Hon).
250 INT: 1. Ron Lonsbury (Yam); 2. Mark Seymour (Hon); 3. David Hammond (Hon).
125 INT: 1. Woody Carlson (Kaw); 2. Gary Graham (Suz); 3. H.J. Rinard (Yam).
500 JRS: 1. Bob Tuttle (Suz); 2. Nelson Olivieri (Yam); 3. Harold Rhodes (Mai).
250 JRS: 1. Ron Laffranchi (Hon); 2. Kent Musgrave (Suz); 3. Derek Walker (Suz).
125 JRS DIV 1: 1. Danny Jones (Suz); 2. Pat Kidd (Hon); 3. Mark Stone (Kaw).
125 JRS DIV 2: 1. Tim Earls (Suz); 2. Kevin James (Hon); 3. Gerald Oaks (Hon).
WOMEN'S OPEN: 1. Glenna Canaris (Yam); 2. Yoli Gonzales (Suz); 3. Sally Brennan (Yam).
100 JRS: 1. Marty Stone (Suz); 2. Ron Arisiman (Yam).
MINI INT: 1. Terry Murray (Suz); 2. Jon Faure (Kaw); 3. Ronnie Seymour (Suz).
MINI JRS: 1. David Crowson (Suz); 2. John Phillips (Kaw); 3. Frankie Brunadage (Suz).

Davis, Lawrence, Brown blitz CRC MX

By Keith Clemons

ORANGE, CA, JUNE 24

The $7,500 to be offered in the upcoming Inoue Rubber Co./California Racing Club Tri Race series beginning July 22, is probably the reason CRC had such a dynamite turnout last Sunday at Saddleback Park in spite of the Mammoth Mountain event running on the same day.



Randy Hansen (12), Chris Lance (13) and Kenny Dunlap go for it with CMMC.

Of course the usual amount of "out of state" entries are expected also. Mike Chapin drove all the way from his home in Scottsdale, AZ. Chapin entered the 250cc Pro race but got to the line too early and ended up taking off with the 250cc Intermediates. It wasn't until he realized he was sailing 45 seconds out front of the pack hassle free, and thinking that all the real California Pros must be on vacation that his friend Gary Dircks waved him off the track to let him in on the news. From there Chapin hustled back to the gate just in time to get off with his own race. Being half a race tired didn't stop Chapin from bringing glory to his Phoenix County Cycle sponsor. Gary Dircks got the holeshot in the race followed by Chapin through the turn. Dircks led the pack for some time but eventually landed a flat which gave Chapin the edge he needed to take the front. Chapin succeeded in commanding the race for the remainder of the moto to pick up the win with a strong lead over Kevin Davis who finished number two. Third in the first moto went to Kevin McNeal.

Vegas Cycle Center's Kevin Davis came back big to win the second moto. Davis rode his Maico holeshot to finish without problems, taking first overall. Chapin started the race fourth down the line but was secure in second place by the second lap and stayed close to Davis all the way to finish number two for the day. Joe D. Price improved his ride one position when he finished third in the second round and made the money for that overall slot with his 4-3.

Open Pro Mark Lawrence moved his Yamaha through two winning motos for a first overall in that class and Mike Brown ran 'em down in the 125cc Pro race, taking both races for the overall money.

Results

OPEN PRO: 1. Mark Lawrence (Yam); 2. Bob Marino (Yam); 3. Ted Hoyt (Yam).
OPEN INT: 1. Eric MacCracken (Hus); 2. Dan Moore (Mai); 3. Tom Shepherd (Suz).
OPEN NOV: 1. Jon Padilla (Suz); 2. Dan Martin (Mai); 3. Steve Eatmon (Yam).
OPEN BEG: 1. David Pisarski (Suz); 2. Mike Kell (Mai); 3. John Rivera (Yam).
250 PRO: 1. Kevin Davis (Mai); 2. Mike Chapin (Mai); 3. Joe D. Price (Mai).
250 INT: 1. Eric MacCracken (Hus); 2. Jeff Prieur (Hon); 3. Steve Pfaff (Yam).
250 NOV: 1. Joe Rumney (Suz); 2. Tom Sarac (Suz); 3. Rusty Hannah (Suz).
250 BEG: 1. Todd Jackson (Mai); 2. Russell Hurst (Suz); 3. Steve Beauchamp (Yam).
125 PRO: 1. Mike Brown (Yam); 2. Gregg Young (Suz); 3. Richard Barron (Yam).
125 INT: 1. Rick Jackson (Suz); 2. Steve Postlewaite (Suz); 3. Mark Larnkjaer (Suz).
125 NOV: 1. Kenny DeKoning (Suz); 2. Mark Horton (Suz); 3. Vaun Butler (Suz).
125 BEG: 1. Mike Denhaan (Suz); 2. Robert Gonzales (Suz); 3. Randy Pearlman (Suz).
100 BEG: 1. Mike Sanchez (Suz); 2. Donna Gilio (Suz); 3. Brad Bettiner (Yam).
100 NOV: 1. Kirk Bello (Yam).
VETS SR: 1. Crash Crosta (KTM); 2. Jake Buckner (Mai); 3. Dan Moore (Mai).
VETS INT: 1. Bill Millar (Suz); 2. Dan Sanchez (C-A); 3. Ra Buzz Moeller (Hus).
VETS JR: 1. Soni Mount (Yam); 2. Dave Mason (KTM); 3. James Madrid (Yam).
MINI INT: 1. Jon Hughlett (Yam); 2. Steve Van Duzen (Yam); 3. Danny Sanchez (Yam).
MINI BEG: 1. Mike Lieber (Yam); 2. Jeff Barbacovi (Yam); 3. Duane Dalton (Suz).
MINI NOV: 1. Doug O'Donnell (Suz); 2. Marty Lehotan (Suz); 3. Brian Calderon (Suz).

Morey halts Lechien's CMMC win streak

By Rod Eschenburg
Photo by Photocross

SAN DIEGO, CA, JUNE 24

While the Huntington Beach Suuki R&D rider Chris Morey stopped fellow R&D rider Ronnie Lechien cold in his tracks at Barona Oaks, the charging Morey could only notch one overall win; that being ironically in the only class that Lechien beat him in the first moto! Morey started the day off like gangbusters with a blazing win in the Special 105cc Mini class, but went sour in the second round as Lechien cruised in for a 2-1 finish. In the Stock Expert Minis, Morey took a second to Lechien in the first moto, but then it was Lechien's turn to go sour and Morey was home free. In the Modified Expert Minis, Morey blasted Lechien in the first moto but went sour in the second go 'round and Lechien had his second overall win with a 2-2 finish.

Lots of out of town riders were on hand Sunday to get in the last bit of practice before the big NMA National and lots of them cam away with the top gold. Outstanding wins of the day for the visitors were turned in by Larry Brooks in the Modified 12-16 Intermediate Minis, Todd Parker in the 9-11 Stock and Modified Novice Minis and Brandon Schneider in the 9-11 Modified Intermediate Minis.

In motorcycle action, the outstanding class of the day was the 125cc Intermediate class where former Mini star Bryan Antonacci returned to Barona Oaks in his new role as a motorcycle racer and gave everybody a great display of high-speed racing to go two for two over a small but high quality field.

Results

80cc MINICYCLE CLASSES
STOCK EX: 1. Chris Morey (Suz); 2. Sam Storer (Kaw); 3. Chris Swift (Suz).
MOD EX: 1. Ronnie Lechien (Suz); 2. Kenny Dunlap (Suz); 3. Sam Storer (Kaw).
SPECIAL 105 MINI (12-16): 1. Ronnie Lechien (Suz); 2. Sam Storer (Kaw); 3. Chris Swift (Suz).
SPECIAL 105 MINI (9-11): 1. Brandon Schneider (Suz); 2. Scott Brown (Kaw); 3. Thor Bjornstad (Suz).
STOCK INT (12-16): 1. Todd Hewatt (Suz); 2. Jon Faure (Kaw); 3. Larry Brooks (Suz).
MOD INT (12-16): 1. Larry Brooks (Suz); 2. Jon Faure (Kaw); 3. Todd Hewatt (Suz).
STOCK NOV (12-16): 1. Arnie Lemon (Kaw); 2. Randy Rush (Kaw); 3. Charles Osterday (Suz).
MOD NOV (12-16): 1. Arnie Lemon (Kaw); 2. Randy Rush (Kaw); 3. Charles Osterday (Suz).
STOCK INT (9-11): 1. Thor Bjornstad (Suz); 2. Frankie Brundage (Suz); 3. Brandon Scheider (Suz).
MOD INT (9-11): 1. Brandon Scheider (Suz); 2. SEan Frampton (Suz); 3. John Conney (Yam).
STOCK NOV (9-11): 1. Todd Parker (Suz); 2. Lanceb Barnett (Suz); 3. John Flores (Suz).
STOCK NOV (6-8): 1. Roger Ogle (Kaw); 2. Rick Webster (Suz); 3. Ronnie Thomas (Yam).
MOD NOV (9-11): 1. Todd Parker (Suz); 2. John Flores (Suz); 3. Lance Barnett (Suz).
JR CYCLE CLASSES
STOCK (9-11): 1. Scott Brown (Suz); 2. Sean Frampton (Suz); 3. Todd Parker (Suz).
STOCK (6-8): 1. Steve Hale (Suz); 2. Danny Hembree (Suz); 3. Ronnie Thomas (Suz).
MOD (9-11): 1. Brandon Scheider (Ita); 2. Scott Brown (Suz); 3. Sean Frampton (Suz).
MOD (6-8): 1. Steve Hale (Suz); 2. Chad Mittag (Suz); 3. Danny Hembree (Suz).
PEE WEE (0-6): 1. Jamie Conney (Suz); 2. Clifton Stuart (Suz).
MOTORCYCLE CLASSES
125cc EX: 1. David McGhee (Kaw); 2. Scott Hamilton (Suz).
125cc INT: 1. Bryan Antonacci (Suz); 2. Jack Lewis (Suz); 3. Gary Rodriques (Yam).
125cc STOCK NOV: 1. Scott Hewatt (Suz); 2. Rick Kenyon (Suz); 3. Charlie Harries (Kaw).
125cc MOD NOV: 1. Charlie Harries (Kaw); 2. Don Seay (Suz); 3. Bob Voorhees (Suz).
100cc INT: 1. Tim Hale (Suz); 2. Bob Carne (Suz); 3. Billy Evans (Yam).
100cc STOCK NOV: 1. Scott Hewatt (Suz); 2. Donnie Harries (Yam); 3. Keith Barnett (Yam).
100cc MOD NOV: 1. Scott Hewatt (Suz); 2. Marty Stone (Suz); 3. Keith Barnett (Yam).

CRC night MX: A Barbacovi family affair

By Nanette Marie

VALENCIA, CA, JUNE 22
Every second and fourth Friday night of every month, you'll find the whole Barbacovi family out at Indian Dunes putting on a night motocross race on the International Track. And now, as the gas shortages dwindle into the woodwork, rider turnouts are getting up for the weekly occasion. Led by head honcho Jack, the Man of the California Racing Club, family members putting the whole show together are Mrs. Barbacovi, who scores inside the green and white Nomad trailer that is known well by all of the competitors, eldest son Greg who announces in between his slots on the radio, son Tony, who when not flagging rides the 125cc Intermediates, daughter Cathy, who also flags, heads sign-ups and scores, and the littlest son Jeff, who in between squirreling around, manages to ride in the Mini Beginners and get in a little flagging every now and then.

In Friday's Mini Beginner action, Jeff Barbacovi swept both motos for his first overall victory of the season, topping Dale Knapp, who put on a strong charge in the second moto that almost earned him the lead until he went down. Third went to Jason Davenport.

In the 100cc Beginners, John Julander grabbed both moto wins to defeat Richard Albarran's 4-2 score and Marco Folchi's 3-3. Donna Gilo took second the first moto, but tangled with Folchi in the second and went down.

Two divisions of 125cc Beginners were run, and in the first Gary DePillo took the overall by sheer consistency as his 3-2 finishes topped Mike Corbino's 2-3, and the tie for third overall between Paul Proveriza and Mark Pierce, both with a moto win and a ninth.

"I've been asked so many times 'What's the toughest racing?' and my answer is Stadium Racing, there's no racing anywhere that can compare. The toughest of them all is coming up this Saturday night at the L.A. Coliseum. I've never won it — but it's gonna be different this time. I'm gonna ride right over anybody that gets in my way. This race is rough, the track is the roughest, and I'm going out there to beat them all. Come watch me."

Bob Hannah

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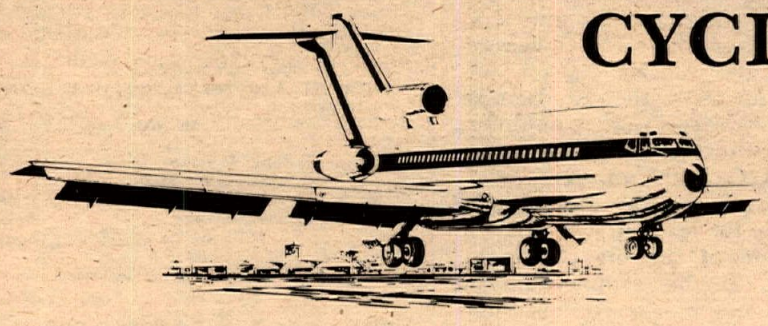

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THE LATEST POOP BY PAPA WEALEY

With months remaining before riders start playing factory musical chairs, Yamaha's Kenny Clark finds an unusual seat. Just kidding, we think...

Roberts suspended, fined

GENEVA, SWITZERLAND, JULY 9

Defending 500cc Road Race World Champion Kenny Roberts was "suspended" following the July 1 Belgian GP for allegedly instigating a partially successful rider boycott of the event. The FIM also "suspended" current 500cc points leader Virginio Ferrari for the same reason.

Roberts, Ferrari and others riders in contention for GP class championships refused to race on the new three-mile Belgian track near Francorchamps after the recently laid asphalt weeped oil and made the surface slippery.

The AMA was notified by telegram on July 2 that the FIM had "suspended" Roberts. An AMA spokesperson at that time said, "They (the FIM jury on hand at the Belgian GP) don't have the authority to suspend riders except for the meet in question. They can recommend that the FIM suspend them, but that action would have to come at the FIM Congress which doesn't take place until this autumn."

AMA Government Relations Director Ed Youngblood flew to Geneva for meetings last week and reported to the AMA's Westerville, Ohio, office on Monday morning, July 9, that he was leaving Geneva while the meeting concerning the Roberts, Ferrari, etc. suspension was still being conducted. But he told the AMA that the president of the FIM had assured him the "suspension" had been lifted. Youngblood reported that the FIM would instead fine Roberts 5,000 Swiss Francs (approximately $2,950).

Roberts, reached via phone at his northern California home was "running out the door for an appointment," but took the time to say, "They (the FIM) can --- up a rope as far as I'm concerned." When informed that the "suspension" was lifted, Roberts said, "I figured that. A lot of guys didn't ride, but they pointed their finger at Ferrari and me." Roberts didn't seem surprised or angered when informed of the fine and its amount. ●

Team Yamaha's 500cc MX World Champion Heikki Mikkola described the Payerne, Switzerland course as "the kind of track I can go fast on," then proceeded to win both motos in the July 8 event, round nine in the 12-race series. Mikkola was followed in the first moto by Team Honda's Graham Noyce, the present series leader on the Bill Buchka-tuned Honda, and by Andre Malherbe, riding the Alan Hahn-tuned Honda in the second moto. Overall for the day, it was Mikkola, then Malherbe with a 3-2 finish and Noyce with a 2-5 tally. Team Kawasaki's Brad Lackey crashed and retired from the first race, then put the Steve Stasiefski-prepped Uni-Trak Kawasaki into fourth in the second moto. Suzuki's Roger DeCoster was leading the opening moto when a rear wheel bearing broke, leaving the former World Champ with a DNF for his trouble. Bearing replaced, DeCoster returned to place third in round two. DeCoster's Suzuki teammate, Gerrit Wolsink, retained his second place in the series standings by scoring a sixth placing in the second moto after crashing and retiring from the first race. Noyce still leads the series with 180 points over Wolsink's distant 140. Lackey is third with 137, and he's followed by Mikkola at 118, Malherbe at 112 and DeCoster at 106. Round 10 of the 12-race series takes place in Holland on July 29.

Harry Everts blasted his works Suzuki to a perfect 1-1 victory in the July 8 French 125cc World Championship MX Series event. Teammate Akira Watanabe followed him across the finish line in moto one with Yamaha's Gaston Rahier in tow. Rahier edged Watanabe in the overall results by placing second in moto two as Watanabe rolled in fourth.

Kawasaki Motors Corporation, USA has lined up two hot eastern riders to keep the Team Green banner aloft at the July 15 Sears Point road race. Connecticut's Rich Schlachter and Louisiana's Freddie Spencer will pilot the two KZ1000 Superbikes originally built for Mike Baldwin. Kawasaki's only 750cc GP machine is still out of commission following Baldwin's Loudon get-off, and they have no plans of building a replacement and hiring a new rider to take Mike's place.

Asked about the rumor of a production model 500cc Yamaha road race machine being sold in the U.S., Team Yamaha Manager Ken Clark replied, "There is a 500cc production bike. Some were sold in Europe; I've asked that they make some available in the U.S. It would help," he added, "if AMA said they were going to a 500cc rule for '80 or '81."

Worried about finding enough gas to get to the Coca-Cola Bottlers' Superbowl of Motocross? Relax. According to promoters, Stadium Motorsports, four stations in the L.A. Coliseum neighborhood will remain open for the July 14 spectators, and they won't even check to see if your plate is odd or even. Of course, you can always sidestep the problem by riding your bike. For complete Superbowl of Motocross info, dial their 8 a.m. to 12 midnight hotline at 714/645-8990.

Oops. When we printed the bulletin on the U.S. ISDT squad, we left the Trophy Team one man short. Jack Penton, who led all 250cc scorers, joins fellow Husky riders Dick Burleson and Larry Roeseler and KTM-mounted Frank Gallo, Kevin LaVoie and Ted Leimbach on the team. Sorry, Jack.

CRC has rescheduled another big buck MX series in cooperation with IRC Tires, Suzuki West of Rosemead, Malcolm Smith Products and Canoga Park Suzuki. The series runs for three consecutive weeks, July 22 at Saddleback Park, July 29 at Indian Dunes and Aug. 5 at Racing World. Each race features a $1,500 purse and $1,000 in product contingencies.

Doug "Wheelie King" Domokos told Papa that he's not impressed by the Toyota Tornado or any of that other stuff on the Coca-Cola Bottlers' Superbowl of Motocross track. Doug says he'll wheelie his Kawasaki all the way around the L.A. Coliseum, no sweat. We'll see...

Contrary to rumor, Kenny Roberts will not be using some exotic rubber compound in his Goodyears at the July 15 Sears Point race. They'll be standard slicks, just like you can buy. At least that's what the Goodyear P.R. department says.

Inyo and Sequoia National Forests are in the process of drafting a Management Plan for the Golden Trout Wilderness (306,000 acres), designated by Public Law 95-237 in 1978. Forest Supervisor Joe J. Brown of the Sequoia National Forest and Robert L. Rice of the Inyo National Forest are asking for public input prior to drafting this plan. A list of Issues and Opportunities that should be addressed by the plan has been compiled, and Forest officials are asking for public comment on, or additions to, this list by October 1, 1979. A public informational meeting to clarify any details about these issues and opportunities is set for 7:30 p.m., Aug. 9, at the Fellowship Hall — Church of the Nazarene, 765 W. Henderson Ave. in Porterville (adjacent to the Masonic Tmeple). The public may also submit additional issues or opportunities at that time. Copies of the issues and opportunities listing can be obtained by contacting the Sequoia National Forest Headquarters, 900 W. Grand Avenue, Porterville, CA or by phoning 209/784-1500. The Inyo National Forest Headquarters may also be contacted at 873 N. Main Street, Bishop, CA or by phoning 714/873-5841.

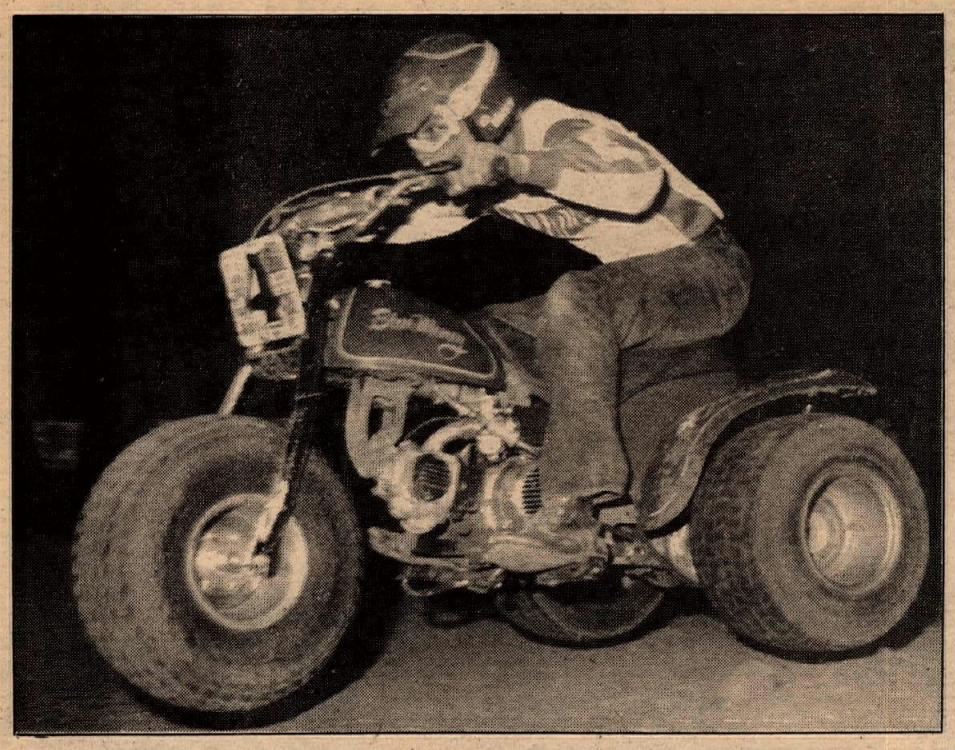
The Dirt Diggers are planning their annual GP for Sept. 1-2. It's scheduled for Racing World, and entries will be open Aug. 1. Watch for further info.

Don't miss the 5th Annual 100% Benefit Motocross for Cerebral Palsy. It all comes down at Spillway Park in Santa Maria, CA on July 22 and it's co-sponsored by the park and the Elks West Central Coast Council. Last year's race provided over $8,000 for the California-Hawaii Cerebral Palsy Foundation.

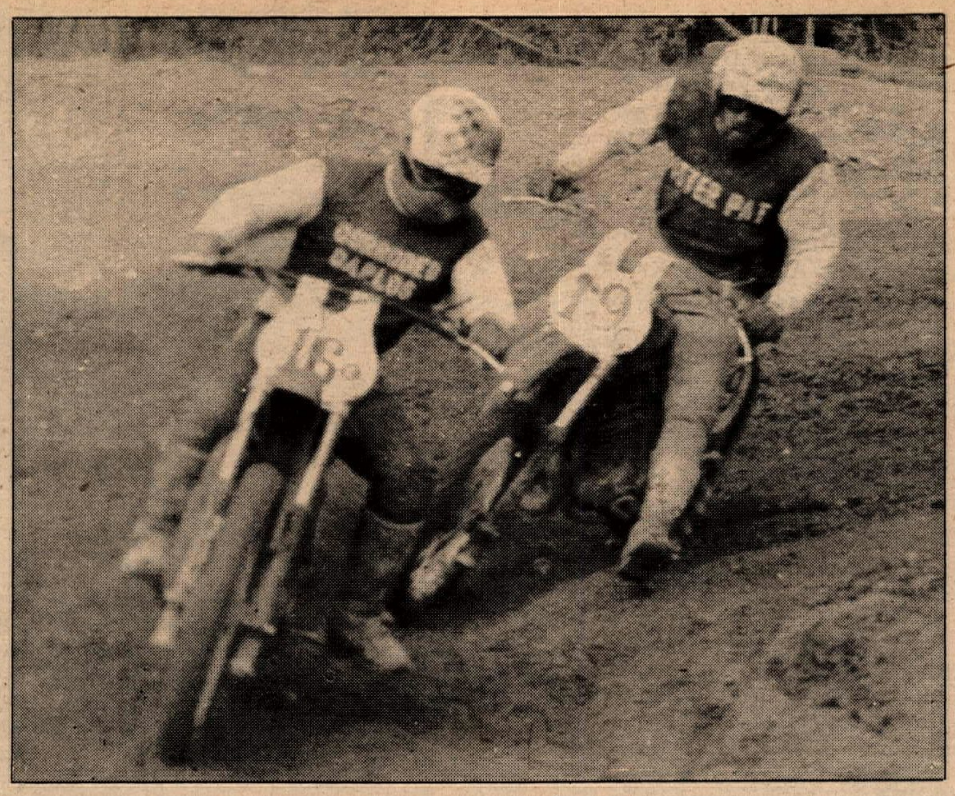
A reliable source tells us that the new 500cc Honda V-4 four-stroke road racer has six valves per cylinder and "egg-shaped" cylinders. 16" inch wheels are used front and rear. Reportedly the Honda gives away approximately 20 horsepower to the Yamaha and Suzuki 500 GP machines, but is "much" lighter.

On June 29, after having traversed 34 states on her U.S. perimeter tour, motorcycling's grandmother, Hazel Kolb rode her Harley up to the steps of the Governor's office in Providence, Rhode Island. She had originated her 15,000 mile trip there on April 12. ABC-TV recorded the occasion for later broadcast on "Good Morning, America." Her comments to the media? "Next time you see a motorcycle on the road, share the road with him. It might be someone's grandmother." ●

Western hotline



Todd Tierney shows how to style an ATC during Speedway 117 action.



Corroded Carlos and Pitter Pat diced at the CRC Veterans Nationals.

Jeff Mallory took the second 125cc Beginner division on his fast YZ that has yet to be beaten into the first turn since he started riding Friday nights with CRC. Behind Mallory both motos was Jeff Hickok, followed by Carl Batey, at 4-5. Dan Catone and Dave Goodrich took thirds, but failed to put another good ride with it.

In the 250cc Beginner action, Mike Emerson ran away with both motos and took an easy overall. Behind Michael Catops, Bruce Bluemm and Brian George traded second through fourth, with Catops' 3-2 besting Bluemm's 2-3 and George's 6-4.

Mike Stafford went two for two in the Open Beginners, defeating Robert Sullivan.

Results

MINI BEG: 1. Jeff Barbacovi (Yam); 2. Dale Knapp (Yam); 3. Jason Cavenport (Suz).
500 BEG: 1. Mike Stafford (Suz); 2. Robert Sullivan (Suz).
250 BEG: 1. Mike Emerson (Hon); 2. Michael Catops (Hon); 3. Bruce Bluemm (Suz).
MINI NOV: 1. Rick Houghtaling (Suz); 2. Richie Jones (Suz); 3. Frank Darr (Suz).
MINI INT: 1. Larry Brooks (Suz); 2. Ty Maddox (Suz); 3. Robert Laughlin (Yam).
MINI EX: 1. Erik Kehoe (Yam).
500 PRO: 1. Darren Oliver (Yam); 2. Bob Bang (Yam); 3. Mark Parkerson (Suz).
500 INT: 1. Steve Shover (Suz); 2. Scott Kile (Mai); 3. Jerry White (Mai).
250 PRO: 1. Craig Cole (C-A); 2. Brian Chereshkoff (Hon); 3. Don Bizzy (Mai).
250 INT: 1. Scott Shultz (Yam); 2. Mark Johnson (Suz).
125 BEG: 1. Gary DePillo (Yam); 2. Mike Corbino (Suz); 3. Paul Proveriza (Suz).
100 BEG: 1. John Julander (Suz); 2. Rich Albarran (Suz); 3. Marco Folchi (Suz).
125 BEG 2: 1. Jeff Mallory (Yam); 2. Jeff Hickok (Suz); 3. Carl Batey (Suz).
100 NOV: 1. Jack Greenberg (Suz); 2. Kirk Belto (Yam); 3. Roy Farr (Yam).
125 NOV: 1. Bruce Hiroshima (Suz); 2. John Airvandra (Suz); 3. Eric Flynn (Suz).
250 NOV: 1. Carl Henslee (Hon); 2. Randy Langly (Yam); 3. Paul Bebek (Hon).
500 NOV: 1. David Boyd (Hus); 2. Rick Kramer (Suz); 3. Jim Douglas (Suz).
VET SR: 1. Bill Ham (Hon); 2. Rick Hall (Yam); 3. Joe Brown (Yam).
VET INT: 1. William Miller (Suz).
VET JR: 1. Kent Shepard (Suz); 2. Bud Perry (Yam); 3. Larry Calderon (Suz).
125 PRO: 1. David Baker (Suz); 2. David Strong (Hon); 3. Jimmy Crowder (Suz).
125 INT: 1. Pat McConnell (Yam); 2. Louis Hunter (Hon); 3. Mark Raiche (Suz).

Speedway 117 TT: Ring takes a squeaker

By Rod Eschenburg

CHULA VISTA, CA, JUNE 22

Well, ol' Ward Ring did it again in the Open TT main, but this time, first Del Ocheltree and then Sid Carlson came to race too and darn near did the deed! First Ocheltree got the holeshot at the start of the main and held on for four laps and then Carlson blasted by Ocheltree just as Ring also went by. Carlson did everything but climb the grandstands as for 10 laps the two riders ran under a blanket, with Ring never leaving the groove and Carlson, in some wild riding, trying every way around but unable to get the lead. It was a classic confrontation of the big thumpers with Ring's Yamaha seemingly just a tad quicker out of the corners then Carlson's Honda. Ocheltree stayed in a close third seemingly fascinated by the drama in front of him and the Roloff Bros., Craig and Earl staged their own version of a family feud as they went at it in a 15 lap wheel banger for fourth and fifth with Craig not only getting the fourth but almost grabbing off a third from Ocheltree.

The ATCs once again furnished some real wild action. The outstanding classes were the 91cc-112cc Modifieds where Craig Berendes scored a tie-breaker win over fast improving John Kallos after moto winner Ken Stroud blew in the second go-round and the Open class where Dean Sundahl also had a tie-breaker win. Sundahl's win was his first of the 1979 season, and it came in at the expense of the rider that has been beating him all year, Mark Weixeldorfer, who blew in the second moto after a close win over Pat O'Dell in the first round.

The Big Al's Joker frame award for the high-point ATC rider after the first four races went to Stroud, however, after overall point leader Todd Tierney had blown his machines up the night before at Corona and did not have time to get them going again.

Due to the large amount of half-mile auto events at Speedway 117 this year, which require a two-day prep, the next TT/ATC show will be Friday the 13th of July.

Results

ATC CLASSES
POWDER PUFF 90cc-130cc: 1. Lisa Lippincott; 2. Brenda Fox; 3. Kathy Hernandez.
POWDER PUFF OPEN: 1. Marte Matt; 2. Vicki Shipman; 3. Robin Davis.
70cc STOCK: 1. Larry Hageman; 2. Theresa Coelho; 3. Jeff Fuller.
70cc MOD: 1. Larry Russell.
90cc STOCK: 1. Larry Hageman; 2. Marshal Thompson; 3. Bob Eaton.
110cc STOCK: 1. Davis McClain; 2. Glen Murdoell; 3. Keith Beckwith.
91cc-112cc MOD: 1. Graig Berendes; 2. John Kallos; 3. Rod Forrester.
113cc-132cc MOD: 1. Tom Gaian; 2. Chuck Connolly; 3. Todd Tierny.
133cc-OPEN: 1. Dean Sundahl; 2. Pat O'Dell; 3. Ace Williams.
TT MOTORCYCLE CLASSES
MINI: 1. Robert Brockman (Kaw).
125cc TT: 1. James Bradfore (Hon); 2. Johnny Brockman (Kaw).
250cc TT MOTO: 1. Keith Lynas (Hon); 2. Tony Mina (Yam).
500cc TT SEMI: 1. Ronnie Garcia (Yam); 2. Pete Eunice (Hon); 3. Jack Neeley (Yam).
500cc TT MAIN: 1. R.W. Ring (Yam); 2. Sid Carlson (Hon); 3. Del Ocheltree (Yam).
ODYSSEY 2: 1. Bill Sedgewich; 2. Jim Seeley; 3. Russ Turner.
ODYSSEY 3: 1. Carl Muse; 2. Gary Bryant.

Gang battles at CRC Vet's Nationals

By Bye-Bye Bob Newkirk

VALENCIA, CA, JUNE 17

The Over The Hill Gang felt right at home at the CRC Veteran's Nationals held at Indian Dune's Shadow Glen track. There was no sharing the course with the youngsters this day, only with the "older kids" who proudly came out with their fast machines in their finest racing regalia to show the world their passion for motocross.

Runny Ron of division A of the Expert class led all the way in both motos. In moto one, Lanky Larry held second place in lap one, but Absurd Al Olson passed him in lap two. Jam-It Jim O'Neal aced Lanky Larry out of third place in lap three. Then in the last lap, Jam-It Jim stormed by Absurd Al to capture second place.

In moto two, Lanky Larry and Absurd Al maintained a second and third position the entire moto.

Corroded Carlos bolted off the line first in the Expert's B division and stayed there until going into a corner of the third lap with Roll-Over Rick, who hit a hole in the track, got crazy, and forced Carlos off into the boonies. Roll-Over Rick moved up to first, Get-Off Gary up to second, and Rat-Hole Rocky up to third for moto one.

Pitter Pat ran away with moto two. Rat-Hole Rocky defended second for the first two laps. Roll-Over captured it from him for lap three and four. But old Rat-Hole regained it back in lap five and took home a third place trophy for the day.

The Amateur's first moto was sewed up in the first lap. Dinky Dennis, Dippy Del, and Slimy Steve took off together and rode first, second, and third the entire moto.

Flaky Frank grabbed the lead in moto two and stayed out front all the way. The exciting battle was for second place. Amos Andy enjoyed second for the first lap. Dippy Del took it in lap two and kept it until lap six, when Run-Over Ron shot from the back to take it across the finish line, followed by Amos Andy in third.

The Intermediate's first and second motos were easily won by out-front, all-the-way Varmit Vic. In the first moto Bang Bang BoBo stubbornly clung to second. Kwik Keith took the third place win away from Hold-It Harry.

In moto two Kwik Keith ran second, temporarily lost it to Drafty Dennis, but regained it and finished second, with Bang Bang coming from two back to finish third.

Chisler Chuck nearly had the Novice's first moto in the bag, but fell towards the end. Motar Mike moved in and won it. Sorry Sandy brought in third.

Beep-Beep Bob ran away with moto two. Motar Mike finished a strong second which earned him a first place overall. Dorrito Dan took third.

Results

EX DIV A: 1. Runny Ron (Suz); 2. Lanky Larry (Yam); 3. Absurd Al (Mai).
EX DIV B: 1. Roll-Over Rick (Yam); 2. Pitter Pat (Mai); 3. Rat-Hole Rocky (Yam).
AM: 1. Flaky Frank (Yam); 2. Run-Over Ron (Yam); 3. Slimy Steve (Yam).
INT: 1. Varmit Vic (Hon); 2. Kwik Keith (Yam); 3. Bang Bang BoBo (Yam).
NOV: 1. Motar Mike (Yam); 2. Sorry Sandy (Suz); 3. Beep-Beep Bob (Mai).

Gibson, Moore strut old-time stuff at Vets Nationals

By Nanette Marie

VALENCIA, CA, JUNE 17

It's said that things ripen with age, and at the Veterans National Motocross, there were some strong arguments to that quotation. But then, when you're past the 30s now a days, everyone considers you over the hill, right? Not to Ron Gibson

and Dan Moore! On the Shadow Glen course of Indian Dunes, Gibson ran away with the Veterans Pro class, while Moore pulled off a win in the Veterans Expert class, and the Senior division. And none of the classes were a pushover.

In the Pro class, names like Joe Price, Jimmy O'Neal, Larry Shoemaker, Alan Olson, Ken Ratzloff, and DMG's Bob Hayes lined up alongside Gibson, any one capable of grabbing the victory. In their first go around, Gibson shot out into an early lead, with his closest challenge coming from Ratzloff. Olson ran a close third, while Shoemaker, Price, O'Neal and Hayes gave chase. Price's charge was the only successful one from the rear of the pack, as he worked into fourth on the second lap, grabbed third two circuits later, then worked Ratzloff over for eight laps before slipping into second. Hayes dropped out by the third lap, and O'Neal went the 15th, but the Price/Ratzloff duel went right down to the wire, with Ratzloff stealing second on the very last lap. Shoemaker grabbed fourth a lap earlier and held on to finish in front of Olson.

Gibson returned the second moto to roost the field again, leading the entire race. Shoemaker gave chase from second the first two laps, but the third time around Ratzloff put the moves on and rode around The Shoe for second. Price, in the meantime was struggling back in fourth, not able to mount any strong charge to pass Shoemaker or Ratzloff. By the eighth lap Price called it quits as Gibson clearly had the win sewn up while Ratzloff picked up second ahead of Shoemaker, Price and Olson.

Dan Moore's two class victories were a bit tougher to take, especially in the Expert division. The first moto saw Moore lead the race from wire to wire, with pressure being put on all the way by Ron Brehm. Bob "Crash" Crost held third for the first three-quarters of the moto, until he faded and let Doug VanDuzen take third. Steve Oglesby and Pat Murphy rounded out the top five.

In the second moto Brehm jumped out to the lead followed by Gary Willison, Dudley Duncan, Murphy, Van Duzen and Moore. Van Duzen worked his way up to second by the third lap, but Moore took a lap longer before moving up to third. From there, Moore methodically picked off both riders carefully, and took over with four laps remaining, then held on for the win. Second went to Van Duzen, followed by Brehm, Murphy and Willison.

The Senior win was a bit easier for California Racing Club-sponsored Moore, as he took both motos with wire-to-wire wins. Second went to DMG's Bob Hayes, who rode 2-3, followed by Bob Crosta's 4-2 and Doug Van Duzen's 3-4.

Kent Shepard took the Beginner win, while the Novice win went to Ron Howell, as well as the Junior division. The two Intermediate divisions went to Dan Sanchez and R.A. "Buzz" Moeller. ●

Results

PRO: 1. Ron Gibson (Suz); 2. Ken Ratzloff (Mai); 3. Larry Shoemaker (Yam).

SR: 1. Dan Moore (Mai); 2. Bob Hayes (DMG); 3. Bob Crosts (Mai).

EX: 1. Dan Moore (Mai); 2. Doug Van Duzen (Mai); 3. Ron Brehm (Yam).

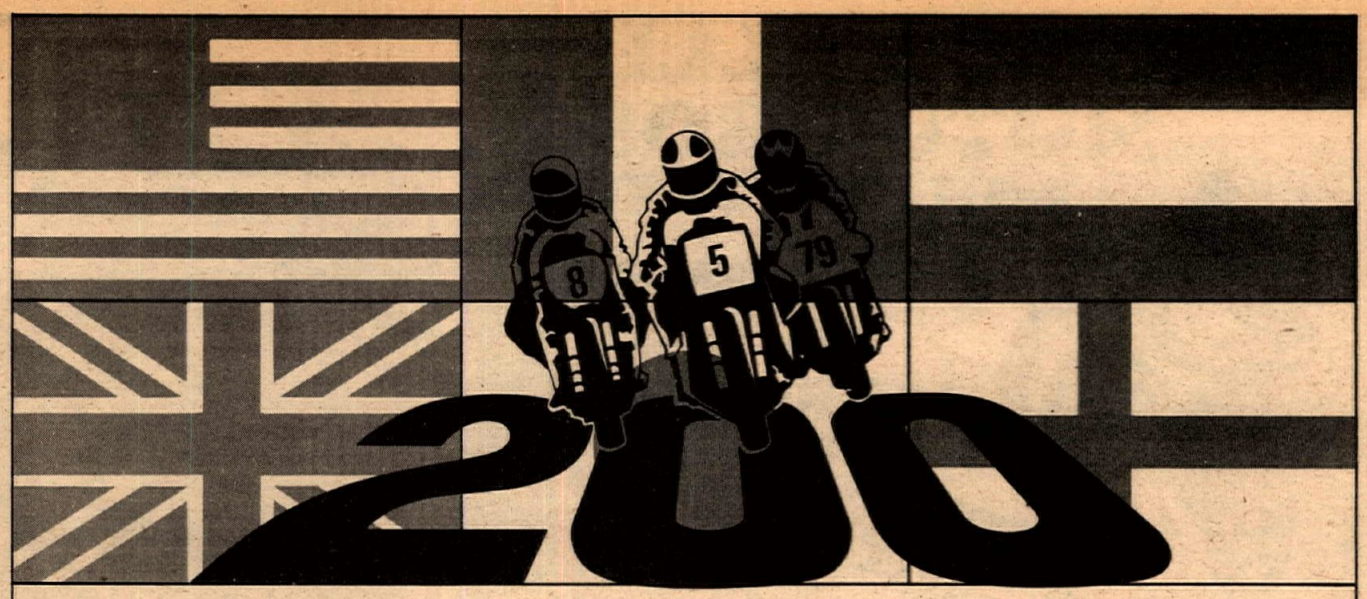
INT: 1. R.A. Moeller (Hus); 2. Dan Sanchez (C-A); 3. William Miller (Suz).

INT: 1. Dan Sanchez (C-A); 2. Herb Townsend (Yam); 3. Lou Sorensen (Mai).

JR: 1. Ron Howell (Hus); 2. Ray Young (Suz); 3. Jay Weaver (Suz).

NOV: 1. Ron Howell (Hus); 2. Ron Ryer (Yam); 3. Chuck Dalton (Yam).

BEG: 1. Kent Shepard (Yam); 2. Soni Mount (Yam); 3. Randy Hodges (Suz).



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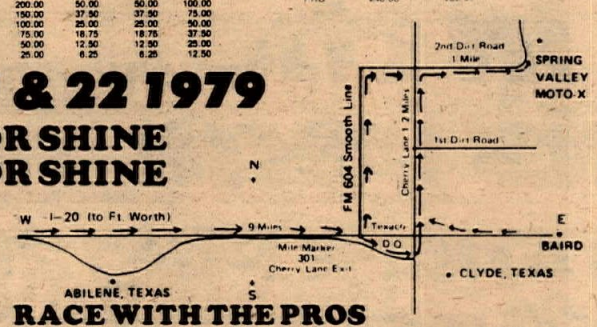

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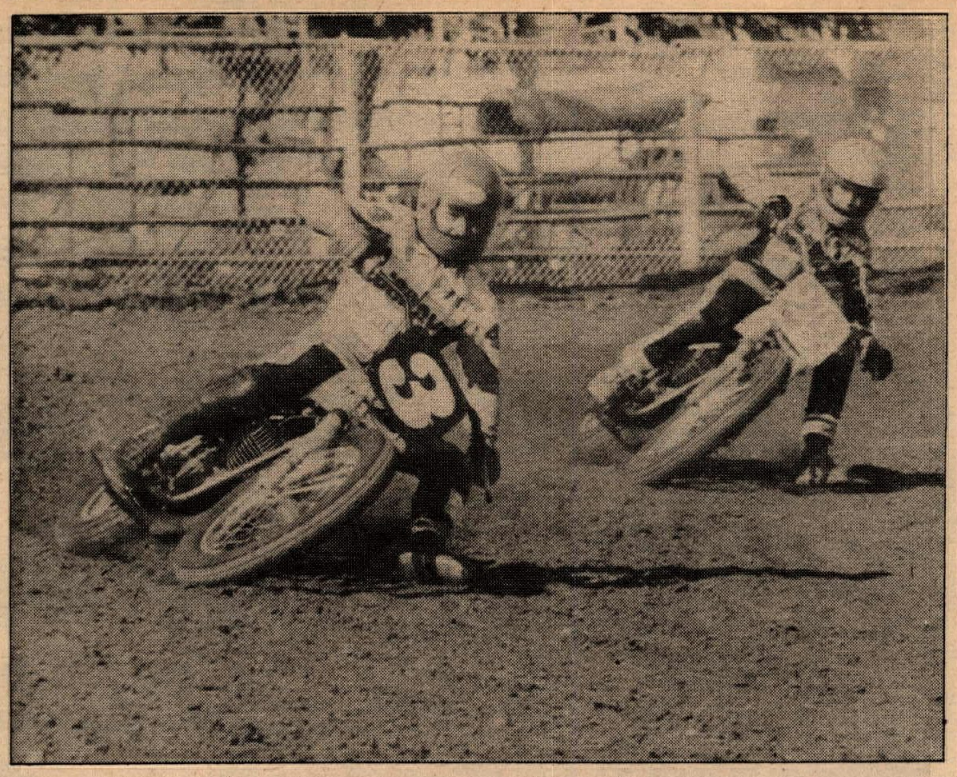

Alex Jorgensen (3) returned to battle after recovering from Houston injuries.

Star studded short track at Pioneer Arena

By W. H. Spencer

OAKDALE, CA, JUNE 30

It was the first Saturday night race of the summer season at Pioneer Arena and everyone was ready for a good show. Mike Inderbitzen celebrated his newly earned Class "C" Expert plate with a 250cc Expert win; John Pittman won the 360cc Expert, despite receiving eight stitches in his hand as the result of a tire cutting episode; Jeff Haney jetted to the 500cc Expert main event on the factory Honda; and Doug Chandler extended his lead on the number one plate for his fifth straight year.

Young Kurt Chandler has been showing up very well in the 100cc Expert Mini program and he won again tonight over Chris Carr who will likely get some tuning done on his box stock Jorgy Suzuki before the upcoming National Amateur qualifier. In the combined 80-100cc class it was Chris Roehlk over Kevin Brinker. Ricky Diaz pulled off the 80cc Novice win over Benny Scandina.

The 80cc Expert class is like watching a National. One interesting facet of it all is that in 1980, the first set of former Mini bike racers will be Class "C" Experts. So all you under 14-year-olds who dream of the big time, remember that when Jeff Haney and Brian Thompson bolt on their black and white plates for Houston, they were where you are now.

At 13, Doug Chandler appears to be well on the road to going out as the point leader, eventhough he won't have a chance to win his fifth straight Black Plate number one title. Chandler's win tonight was a runaway with Carr taking second and Aaron Hill in for third over Scott Nugent.

Liz Powell won the 125cc Novice main after following Debbie Rocha in the heat race. Powell was followed by all the boys with Brian Pedro staying up for the second place trophy. Shawn Black, a former minibke plate holder, continues to dominate the 250cc Novice class, winning over Kevin Fernandez, while Dennis Houser did the same in the 250cc Junior, beating out Darrell Thompson and Scott Rose for trophies.

The 250cc Expert was a thriller with a special surprise as Alex Jorgensen returned to the foray after recovering from his horrendous Houston limb buster. With three heat races and a semi, it was a surprise to see the first three guys lined up — Kim Jorgensen, Jimbo Filice and Alex. Kim got stuck in a traffic jam, Alex seized and Jimbo made a left hand turn rather abruptly, after burning out a clutch, and nearly made the big splash in the infield pond. Alex suffered yet another seizure running second to Kim and Jim inherited the second spot transfer to the main.

Dialing in the starter, "Loose" Leroy Baker, Mike Inderbitzen was long gone for the win with Rick Arnaiz doing some fancy passing for second. Ted Davidson and Ben Zakarian traded off bang and berm shots, allowing Jimbo Filice to catch up on his rocketship Champion Yamaha that has been breathed upon by Hank Scott and shows it. Those three put on a good show for the very abbreviated five laps main.

Mike Bird flew the Bird Honda to the 360cc Novice/Junior win over Bill Hensley while John Brewer captitalized on a Mike Wright error for the 500cc Novice win. Scott Baker and Monty Latif continue an ageless battle for the 500cc Junior crown, swapping leads and wins which made it look like they're really having a lot of fun.

John Pittman was doing some trick cutting on his Carlisle tire early in the practice program when he missed and had to have stitches taken in his hand. John didn't let them bother him and rode the Zakaerian Bultaco to the 360cc Expert win over Ted Davidson.

Mike Inderbitzen was looking for a double header win by leading off the 500cc Expert, but a few misplaced shifts put him back to third. Jeff Haney jetted from a poor start to the win on the trick Jerry Griffith tuned XR 500 Honda with Craig Scroggins looking very smooth for second.

Results

100 EX: 1. Kurt Chandler (Yam); 2. Chris Carr (Suz).
80-100 NOV/JR: 1. Chris Roehlk (Suz); 2. Kevin Bricker (Yam).
80 EX: 1. Doug Chandler (Kaw); 2. Chris Carr (Suz); 3. Aaron Hill (Kaw).
80 NOV: 1. Ricky Diaz (Yam); 2. Benny Scadina (Yam).

Laguna Seca's new MX track is all natural terrain.

125 NOV/JR: 1. Liz Powell (Hon); 2. Brian Pedro (Suz).
250 NOV: 1. Shawn Black (C-A); 2. Kevin Fernandez (Yam).
250 JR: 1. Dennis Houser (Yam); 2. Darrell Thompson (Suz); 3. Scott Rose (C-A).
250 EX: 1. Mike Inderbitzen (Yam); 2. Rick Arnaiz (C-A); 3. Ted Davidson (Bul).
360 NOV/JR: 1. Mike Bird (Hon); 2. Bill Hensley (Bul).
360 EX: 1. Johnny Pittman (Bul); 2. Ted Davidson (Mon).
500 NOV: 1. John Brewer (Yam); 2. Mike Wright (Yam).
500 JR: 1. Scott Baker (Yam); 2. Monty Latif (Yam).
500 EX: 1. Jeff Haney (Hon); 2. Craig Scroggins (Yam); 3. Mike Inderbitzen (Yam).

Laguna Seca hosts its first motocross

By W.H. Spencer

MONTEREY, CA, JUNE 23.

In the case of the motocross rider, the Sports Car Racing Association of Monterey Peninsula has heard your pleas and dirt racing lives at Laguna Seca.

The new Laguna Seca sports some mighty changes as the County takes over from the former government owners and tries to appeal to more than sports car lovers. Just behind the turn seven area of the famous race circuit, in a natural amphitheater, a one-half mile natural terrain track was laid out, and with lots of great help from the Salinas Rambler M.C., a race actually came off on Saturday.

The entry was limited but the racing was great, despite the new course dust syndrome which was more than adequately dealt with by Granite Construction trucks under the guidance of Jim Martin and Yamaha of Salinas' Chris Buckner. Riding over the side of hills and a double downhill jump made for a thriller circuit and good potential for the future.

Steve Machado smoked both ends of the 100cc Sportsman class while Todd Fikes took second with a 4-4 score. Don Poetzsch did a fine job of staying in the 125cc Novice hunt, despite lots of get-offs in the tricky terrain, with a 1-3 score. Chris Terry tried exceptionally hard and came up second on the NorCal Suzuki with a 2-4 over Al Silhanek in for third on the Jensen Cycle Suzuki.

Roger McCoy took both ends of the biggest class of the day, riding his Concord Yamaha YZ 250 to a big 1-1 perfect score over Ken Bergeson's 3-2 and Mike Lambert's 2-5. Ron Nielson did likewise in the Open Novice with a 1-1 over John Kusamovich who was in with a 3-3.

Mike Holmes appears to be ready for the Expert class with a great 125cc Junior win over Jeff Johnson. The two young speedsters diced throughout the two sets with each leading and either falling or crashing out. The tight off-camber up and down hills were quite tough to just trek over, but trying to pass, or keep someone from passing, made for great viewing, which many of the sports car group did.

Kevin Hildegrand took a second moto win to wrap up the 250cc Junior class with a 3-1 over John McLeod.

Steve Kusanovich aced the Open Junior run over David Nance and Mike Sprenger won the 125cc Expert portion of all Experts combined. Ken Netto on the Yamaha of Salinas YZ took the overall in front of Doug McRae. D-36's number one Vet is Steve Machado and he proved his worth in winning both motos of the Vet/OT class over a hard charging Bruce MacArthur (who caused at least one eqrthquake while leading the second moto after running off the course and through nearly all the crowd on his South City Cycle Maico).

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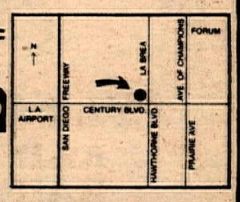

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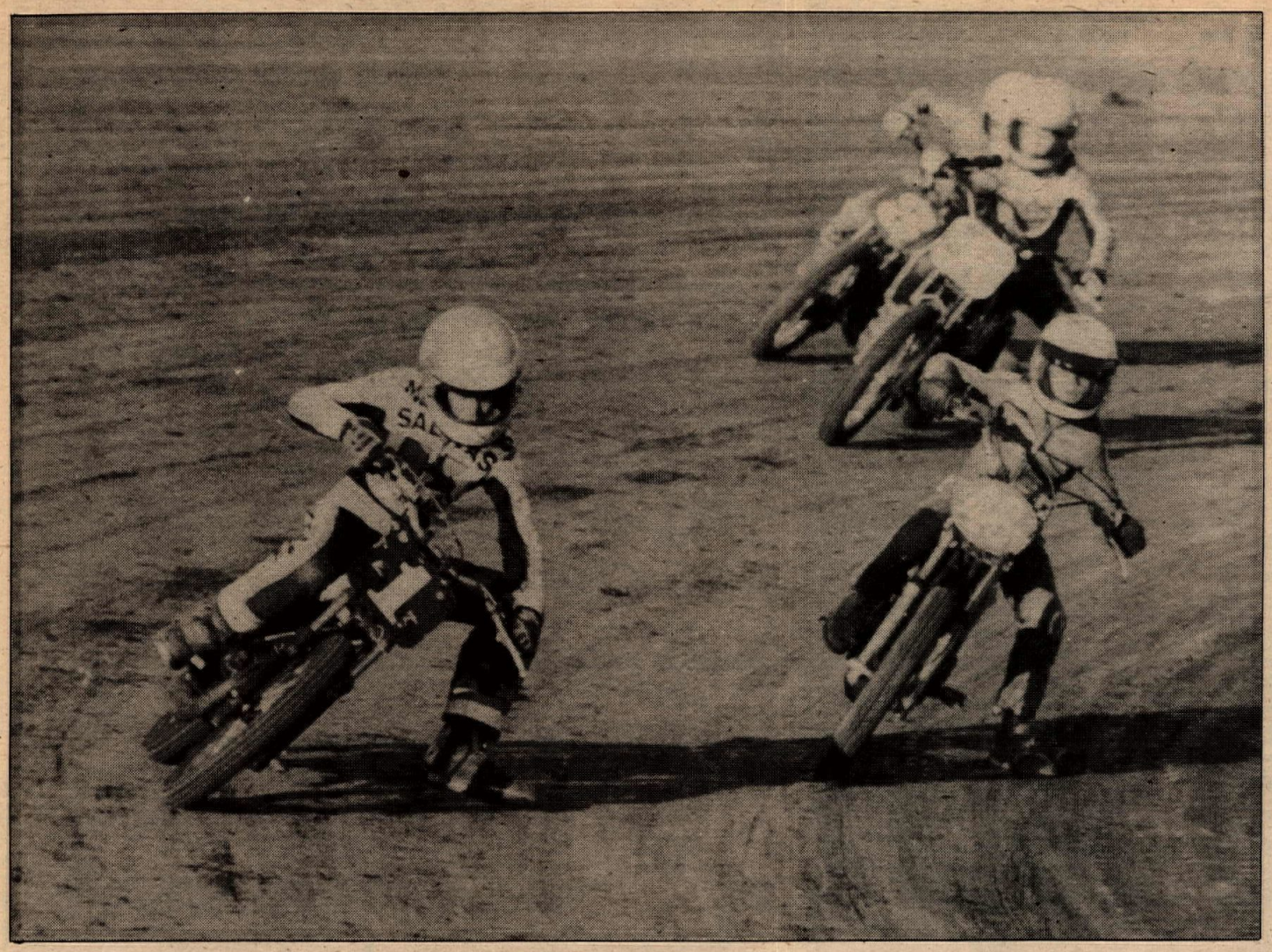

Doug Chandler (1) edged out Chris Carr at the Marin-Sonoma Fair show.

Another Saturday race before the 750cc RR on Aug. 4 should prove interesting.

Results

100 NOV: 1. Steve Machado (Yam); 2. Todd Fikes (Suz).
125 NOV: 1. Don Poetzsch (Suz); 2. Chris Terry (Suz); 3. Allen Silhanke (Suz).
250 NOV: 1. Roger mcCoy (Yam); 2. Ken Bergeson (Yam); 3. Mike Lambert (Hon).
OPEN NOV: 1. Ron Nielson (Yam); 2. John Kusanovich (Yam).
125 JR: 1. Mike Holmes (Suz); 2. Jeff Johnson).
250 JR: 1. Kevin Hilderbrand (Hon); 2. John McLeod (Mai).
OPEN JR: 1. Stephen Kusanovich (Yam); 2. David nance (Suz).
EXPERT: 1. Mike Sprenger (Suz); 2. Ken Netto (Yam); 3. Doug McRae (Suz).
VET/OT: 1. Steve Machado, Sr. (Yam; 2. Bruce MacArthur (Mai); 3. Sam Ramey (Hon).

Haycock, McCullough and Hurst hot at Castle Rock

By Michelle McDaniel

CASTLE ROCK, WA, JUNE 23

With the Castle Rock TT National approaching the races are getting faster and faster. Darrell Hendrickson and Brad Hurst clocked in for identical fast times with Hendrickson drawing fast time due to the fact he timed in first. Hendrickson, having a streak of bad luck, blew a motor which put him out of the running in the trophy dash.

With a two out of three record, Tom McCullough raced by the checkered flag for another fast time trial this week at 24.45. Winning a close battle for first in his heat was Don Montgomery who overcame Bruce Scott at the checkered flag. Other Novice heat winners were Brett Barkman, Chris Fitzhugh, Brian Haycock and Stu McDaniel.

Jeff McDaniel pulled out front in his Junior heat and was leading the race when on the second lap he lost a chain. John Burnett quickly took over the lead and held it throughout the race. Other Junior heat winners were Tom McCullough, Eric Swanson and Jeff Celorie.

Don Dodge climbed on a new motorcycle after crashing his bike the night before which helped gain him a win in the first Expert heat; Hurst and Randy Scott had no problem winning their heats.

Taking the Novice trophy dash was Brett Barkman, who almost had a clean sweep. Winning his heat and trophy dash, Barkman also registered a close second in the main.

After the Novice performance came the Junior trophy dash which John Burnett won without any trouble.

The track was still slick when Dodge got off on lap number one coming out of turn four in the Expert trophy dash, which gave Hurst his win.

There were two semis for Novices which were won by Randy Patterson and Robby Speck. There was only one Junior and one Expert semi which Junior Tony Speck and Expert Lars Trulson both earned victories in, which gave them a transfer to the main.

Lining up for the Novice main, Stu McDaniel was the only out-of-state rider. McDaniel, from California, took off on lap number one and showed the Washingtonians the way around the track. But in lap number three Brian Haycock found a good line and pulled away. It was a tough break for Randy Patterson who broke on the last lap.

Taking off first for the Junior main was Tom McCullough. Making the first turn, Jeff Celorie fell down but bounced right back up; then on the second lap, John Burnett took a fall and following in his footsteps were Dave Best and Tony Speck which caused the race to be red flagged. Starting over with a staggered start, Tom McCullough took the lead, this time for good, making it his third Junior main win in a row.

Closing up the racing for the night was the Expert main, in which Brad Hurst and Don Brown battled it out for the lead for a few laps. Hurst finally gained a big lead and coming up for second was Don Dodge who overtook Brown, which gave Gary Davis a move in for third. Passing Dodge on the last lap, Davis gave it everything he could muster for a close finish for second.

Results

NOV MAIN: 1. Brian Hyacock, 2. Brett Barkman, 3. Stu McDaniel.
JR MAIN: 1. Tom McCullough, 2. Terry Weigand; 3. Eric Swanson.
ex main; 1. Brad Hurst, 2. Gary Davis; 3. Don Brown.

Davidson just dandy at Marin-Sonoma Fair

By W. H. Spencer

PETALUMA, CA, JUNE 27

The Marin-Sonoma Fair featured a sportsman short track that turned out nearly 200 riders and over 700 spectators. Returning to the limelight after three years, Teddy Davidson muscled his way to two big victories while the local favorite, national rider Jim Mertens, won a controversial 500cc Expert to the delight of his hometown crowd.

Minibike racers once again stole the limelight with Kevin Bricker winning the Junior portion of the little guy Novice/Junior over bigger kid John Lamont. Doug Chandler nipped out Chris Carr in one of the better 80cc Expert shows. Carr led most of the way only to succumb to a bad fourth turn bump, which made him look over his shoulder as the Salinas Kawasaki flew past, which made him turn green. Little brother Kurt Chandler took third place while Aaron Hill had an off night with the stomach flu.

Carr saved some valuable points by winning the 100cc Expert after another stirring battle with the little Chandler kid who is looking very good of late. In the other combined show Larry Barkhaust did a number on Bob Curry while Tim Bucholtz survived a 250cc Novice battle in front of his hometown crew over Stan Morris and Billy Stephen.

Don Longnecker found enough gas to trip down from Redding and win the 250cc Junior over Dennis Houser while Jon Eichelbaugh passed and kept ahead of Dave Houser.

With three heats of 250cc Experts, it was obviously going to be a heavy hitter main and when Rocky Robinson led out on the Cycle Engineering special, an upset was in the making. Robinson held off Kim Jorgensen for only a few laps, as the current Black Plate point leader didn't really like the surface, but Kim took the point before the halfway mark to show that he can ride his Jorgy Can-Am just about anywhere. Ben Zakarian was making some fine moves through the pack when somebody parked it in the first corner forcing the Champion framed KX 250 to the wall, without harm. Teddy Davidson worked well through the pack showing the talent he had when he was a Rookie of the Year contender on the old Camel Pro tour. As the laps closed Ted worked past Robinson and at the checkered, he nipped out Jorgensen for the win. Robinson was an easy third with Brian Thompson over Steve Adkins and Dale Hansen.

Teddy came back in the 360cc Expert for a double win, taking over from early leader Dave Boyles with Brian Pecore in for third on the Ang Rossi Yamaha. Davidson was mounted on a seldom seen Montesa that works it way around many a rider in the Central Valley.

Danny Malfatti had to work his Cycle Works Honda to the max in beating out heat race winner John Guy on the Sonny Kenyon Bultaco while Louis Garcia took the 360cc Novice over Davie Erikson. Joe Carrera was the runaway winner of the 500cc Novice on the Braquet Cycle out of Gilroy over local kid Kelly Bennett. Joe Mitchell has made the change to Junior, and although he's still sliding too much, he won the 500cc Junior.

Jim Mertens rode his brother's TT500 to win the 500cc Expert main but wound up protested. Day Ryan tried an outside pass on him and when the two went to exit the second corner, Ryan went down. Curt Brooks took the second spot over Billy Scott and the whole thing gets to go to the District for a verdict.

As usual, the fair races are the funnest and hopefully, this race track will be back on the circuit in the near future. ●

Results

80-100 NOV JR: 1. Kevin Bricker (Yam); 2. John LaMont (Yam).
80 EX: 1. Doug Chandler (Kaw); 2. Chris Carr (Suz); 3. Kurt Chandler (Yam).
100 EX: 1. Chris Carr (Suz); 2. Kurt Chandler (Yam).
100-125 NOV/JR: 1. Barry Barkhaust (Yam); 2. Robert Curry (Yam).
250 NOV: 1. Tim Bucholtz (Yam); 2. Stan Morris (Kaw); 3. William Stephen (Yam).
250 JR: 1. Donnie Longnecker (Yam); 2. Dennis Houser (Yam); 3. Jon Eichelbaugh (Yam).
250 EX: 1. Ted Davidson (Bul); 2. Kim Jorgensen (C-A); 3. Rocky Robinson (Yam).
360 NOV: 1. Louis Garcia (Bul); 2. Dave Erickson (Yam).
360 JR: 1. Danny Malfatti (Hon); 2. John Guy (Bul).
360 EX: 1. Ted Davidson (Mon); 2. Dave Boyles (Hon); 3. Brian Pecore (Yam).
500 NOV: 1. Joe Carrera (Yam); 2. Kelly Bennet (Hon).
500 JR: 1. Joe Mitchell (Yam).
500 EX: 1. Jim Mertens (Yam); 2. Curt Brooks (Yam); 3. Bill Scott (Yam).

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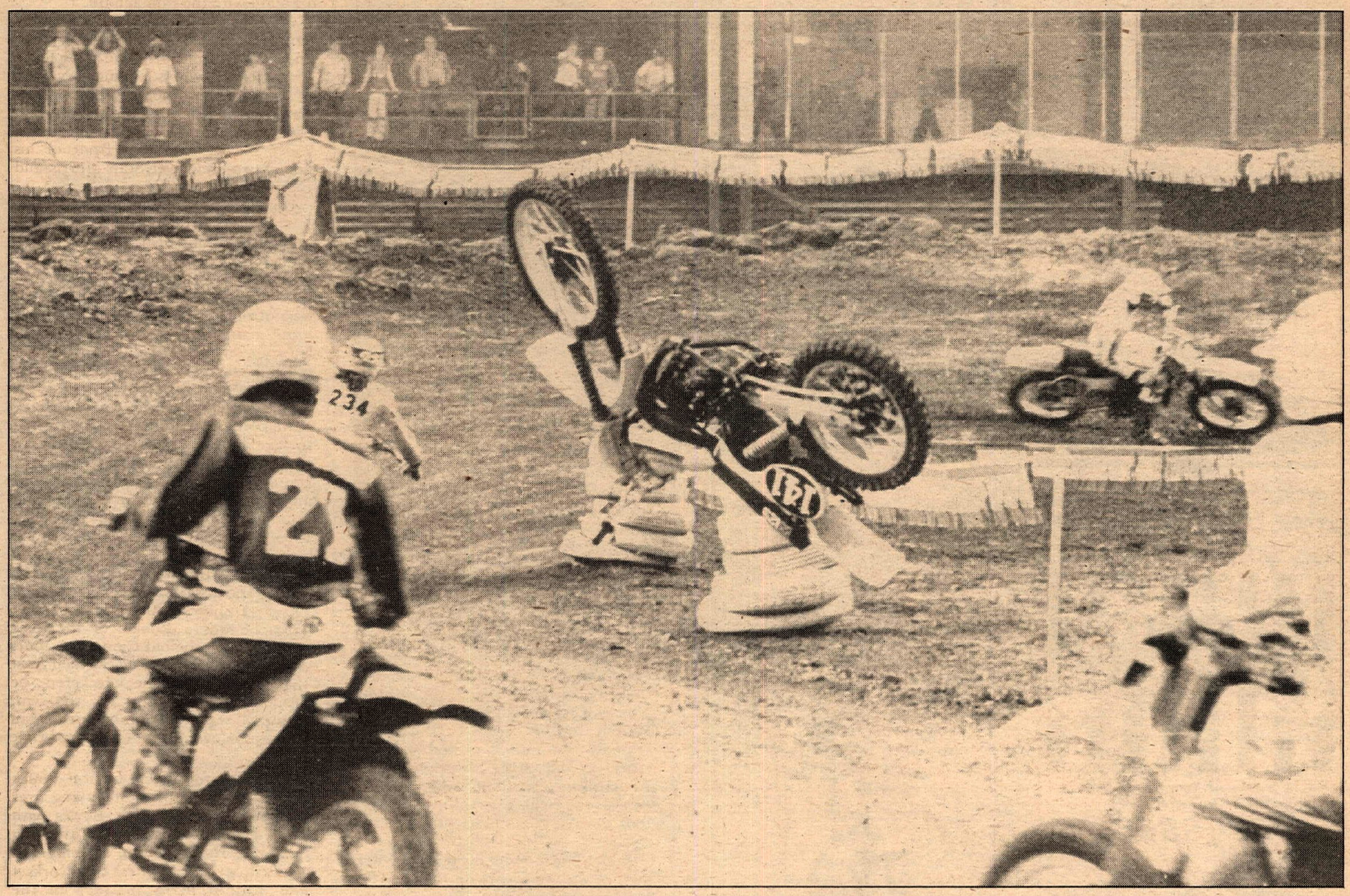

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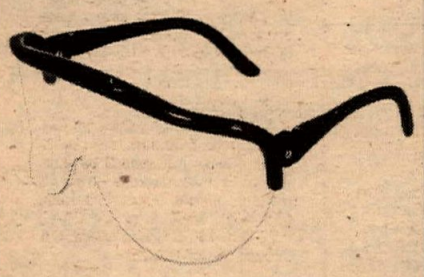

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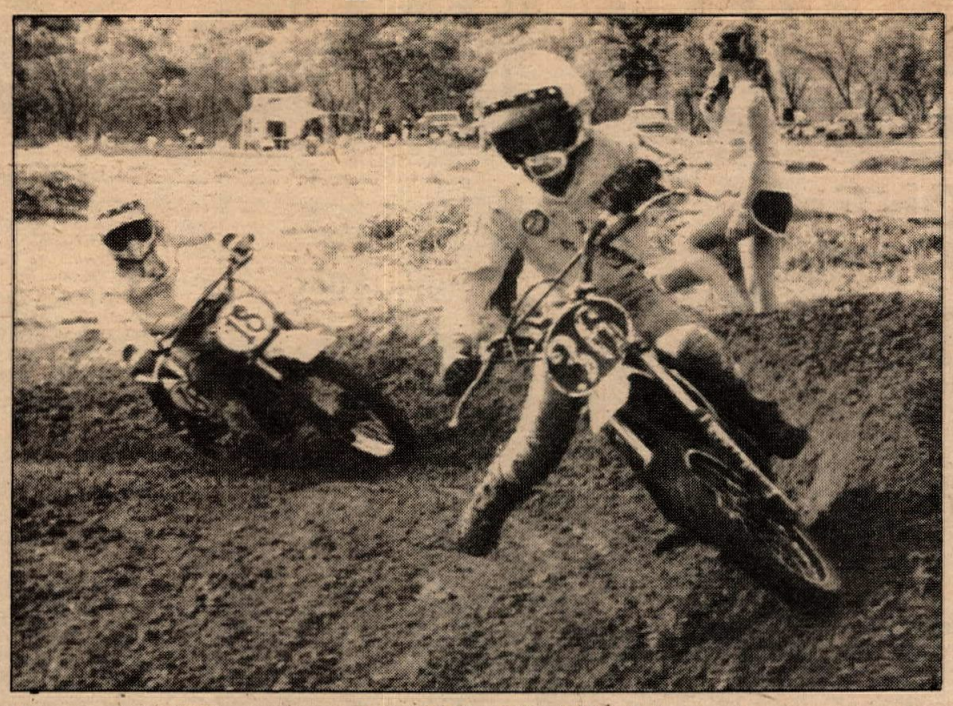
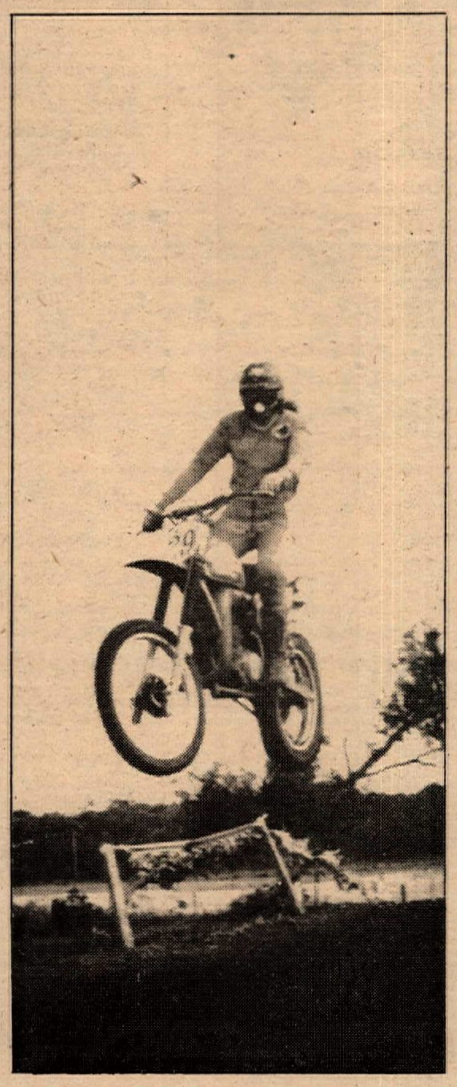


Warren Daily (36) and Angie Scott (18), mini whirlwinds, battle it out.



15-year-old 250 Ex. Kathy Holman clears a jump at Wolf Creek.

NMA National qualifier at Cleburne

By Scott Holman

CLEBURNE, TX, JUNE 17

The 1979 NMA Regional Qualifying Series for Texas and Louisiana started WFO as 258 of the area's top motocrossers smoked the beautifully prepared Wolf Creek track at Cleburne, Texas. Attractive contingencies offered this year by Yamaha and other supporting manufacturers drew almost double the number of riders entered in 1978 from this region. Quality as well as quantity prevailed as Bullet Ben Theriot, Scooter Stafford, Flyin' Bryan Taylor and other well known hotshoes fought it out for regional honors and qualification for the NMA Nationals to be held in Ponca City, Oklahoma in August.

Bryan Taylor, a Yamaha support rider also sponsored by TC Racing, won three classes, overcoming adversity to come from behind in some instances. Tim Butler smoked everybody in his classes and even beat the Intermediates who ran with his Novice class scored separately. Randy Hatten won his classes handily, Jason Upshaw took both Stock and Modified titles in his 61cc events. Carrol Richardson won three classes against very strong fields and Danny Storbeck took two Minibike firsts with superior style.

Bullet Ben Theriot encountered bad luck in the six events he ran and the pre-race favorite should come from behind in the next series race to be run at Lake Conroe. Theriot and Kathy Holman put on the spectacular crash of the day. After dicing and swapping leads for three laps, they touched while high in the air over a double jump at fifth gear speed. Although the flying bikes and bodies brought screams from the crowd, Ben got up to finish the moto and Kathy recovered to race the next day in the Expert classes.

All the riders, mini-mamas and poppas, sponsors and fans look forward to the next three races in this series which will decide the regional winners qualifying to go on to the prestigious NMA Nationals. The dream of free bikes and factory support rides from Yamaha is shining in the eyes of the young riders like gold at the end of a rainbow.

Results

100cc MOD EX: 1. Hatten; 2. Stafford; 3. Howard.
100cc MOD NOV: 1. Butler; 2. Standifer; 3. Sherer.
83cc STOCK 0-11 NOV: 1. Storbeck; 2. Vick; 3. Ready.
83cc STOCK 9-11 INT: 1. Scott; 2. Daily; 3. Hiatt.
83cc STOCK 12+ NOV: 1. Loftin; 2. Bidwell; 3. Pitts.
83cc STOCK 12+ INT: 1. Richardson; 2. Abernathy; 3. Jones.
83cc NOV 12+ EX: 1. Taylor; 2. Killion; 3. Fouts.
250cc OPEN NOV: 1. Pamilla.
250cc OPEN INT: 1. Vaught; 2. LaBarba; 3. Chism.
250cc OPEN EX: 1. Warmon; 2. Rogers; 3. Edwards.
100cc STOCK NOV: 1. Butler; 2. Wilson; 3. Thomas.
100cc STOCK INT: 1. Taylor; 2. Fouts; 3. Baker.
100cc STOCK EX: 1. Hatten; 2. Stafford; 3. Theriot.
61cc MOD 6-8 & PEE WEE: 1. Lightsey; 2. Chapman; 3. Shade.
61cc MOD 9-11 NOV: 1. Upshaw; 2. Thomas; 3. Ebev.
61cc MOD 9-11 INT: 1. Storbeck; 2. Scott; 3. Dougherty.
125cc MOD NOV: 1. Butler; 2. Rodd; 3. Koudelka.
125cc MOD INT: 1. Skinner; 2. Vaught; 3. Stacy.
125cc MOD EX: 1. Edwards; 2. Theriot; 3. Howard.
83cc MOD 9-11 NOV: 1. Storbeck; 2. Ready; 3. Vick.
83cc MOD 9-11 INT: 1. Marek; 2. Eliff; 3. Scott.
83cc MOD 12+ INT: 1. Richardson; 2. Dawson; 3. Jones.
83cc MOD 12+ EX: 1. Taylor; 2. Fouts; 3. Sitton.
83cc MOD 12+ NOV: 1. Pitts, 2. Pendley; 3. Loftin.
125cc STOCK INT: 1. Skinner; 2. Wigginton; 3. Vaught.
125cc STOCK EX: 1. Stafford; 2. Howard; 3. Killion.
125cc STOCK NOV: 1. Butler; 2. Rodd; 3. Koudelka.
61cc STOCK 6-8: 1. Merver; 2. Shade; 3. Lightsey.
61cc STOCK 9-11 NOV: 1. Uphsaw; 2. Ebers; 3. Killion.
61cc STOCK 9-11 INT: 1. Risha; 2. DAugherty; 3. Scott.
105cc MOD 9-11: 1. Storbeck; 2. Daily; 3. Hiatt.
105cc MOD 12+: 1. Richardson; 2. Dawson; 3. Troxell.

Gorley and Mosel share Rio Bravo bucks

By Hila Sweet

HOUSTON, TX, JUNE 17

"Sure like your set up, and I shall return," drawled an elated Rusty Gorley as he pocketed over $200 for a few minutes work out around the Rio Bravo short track today. Gorley trekked in from San Antonio to test the newest, most updated track on the Texas racing scene. Gorley was not disappointed, nor were the fans, as he and Mike Mosel engaged in some of the fanciest, closest racing to date in the Open Pro event.

Each circuit in the eight lap feature saw them exchange the lead no less than nine times. Mosel took the checkered by an inch before the roaring approval of fans who were all on their feet at the end. Gorley made up for this in the 250cc Pro feature by working his way through Randy Waldrop, Jimmy Mayo, Dubby Gross and Don Hamilton, a tight handlebar smacking bunch, to take the win by a narrow margin in front of Mosel and A.J. Foyt Suzuki mounted Waldrop.

Mike Welch's racing day went great, right up to the checkered flag in the Amateur trophy dash. Welch had shined all afternoon in his heats and had won the Open Amateur final, going right in to the dash which he won — but he crashed, immediately after, injuring himself enough to have to be hauled off to the hospital for a check up.

Two local motorcycle clubs, the Conquistadors and the Bandidos, livened up the day's action by putting up $50 for the winner of the Mini Mini feature, starring four and five year old riders. Louisiana's Michele Densmore gassed it harder than her wee contemporaries, Shannon and John Paul Talkington, to take the flag and the loot.

A testimony to the increasing support to revive short tracking in Texas is the fact that 75% of the entries were from Louisiana, Dallas, Fort Worth and San Antonio areas.

The friendly competition between the clubs on hand pumped up the "cash dash" for the Pros with nearly $100 extra pocketed by Gorley. Race dates are now set for the Houston area with events scheduled on first and third Saturday afternoons at Baytown Raceway, followed up the next day with racing at Rio Bravo.

Results

MINI MINI: 1. Michelle Densmore (Suz); 2. Shannon Talkington (Suz); 3. John Paul Talkington (Suz).
50cc-60cc JR.: 1. Blake Garland (Suz); 2. Peanut McCafferty (Hon); 3. Trace Polson (Suz).
80cc MINI: 1. Richard Craven (Yam); 2. Jimmy Thompson (Yam); 3. Haney Ambrose (Yam).
100cc: 1. Tony Densmore (Yam); 2. Jimmy Thompson (Yam); 3. Richard Craven (Yam).
250 AM: 1. Mike George (Yam); 2. Ken Childs (Yam); 3. Scott Fluck (Hon).
OPEN AM: 1. Mike Welch; 2. Danny Frankum; 3. Joe Sansing.
AMA TRO DASH: Mike Welch.
PRO 250: 1. Rusty Gorley (Yam); 2. Mike Mosel (Can-Am); 3. Randy Waldrop (Yam).
OPEN PRO: 1. Mike Mosel (Hon); 2. Rusty Gorley (Yam).
PRO TRO DASH: Rusty Gorley.

CALENDAR

CHAMPIONSHIP EVENTS

AMA Winston Pro Series

7/15	RR/Sears Point, CA
7/21	TT/Cardena, CA
7/29	Mile/DuQuoin, IL
8/3	ST/Sana Fe, IL
8/5	TT/Peoria, IL
8/12	RR/Pocono, PA
8/19	HM/Des Moines, IA
8/25	Mile/Indianapolis, IN
8/26	Mile/Indianapolis, IN
9/2	RR/Loudon, NH
9/9	Mile/Syracuse, NY
9/16	Mile/Meadows, PA
9/23	Mile/San Jose, CA
9/29	HM/Gardena, CA

AMA/Toyota Supercross Series

7/14	Los Angeles, CA
11/10	Anaheim, CA

AMA National Motocross 125/250/500cc

8/5	125/500cc MX Houston, TX
8/12	125/500cc MX Binghamton, NY
8/19	125/500cc MX Charlotte, NC
8/26	125/500cc MX St. Petersburg, FL

AMA National Enduros

Eastern Region

8/12	100mi Nat'l Ithaca Dirt Riders New York
9/30	100 mi. Nat'l Columbia Enduro Riders South Carolina
11/14	Twin States Nat'l W. Kentucky Trail Riders Kentucky

Central Region

8/18-19	400 mi. Jack Pine Nat'l Lansing M.C. Michigan
10/7	Black Coal Nat'l IN, IL, KY, Enduro Riders Indiana

Western Region

10/7	100 mi. Nat'l Double Crossers M.C. California
10/14	100 mi. Nat'l Prairie Dawgs M.C. New Mexico
10/21	125 mi. Nat'l Mt. Baker M.C. Washington
10/28	100 mi. Nat'l Far West M.C. California
11/14	100 mi. Nat'l Redding Dirt Riders California

FIM/AMA International Events

7/22	125cc USGP Lexington, OH
7/29	250cc USGP New Berlin, NY
8/5	F-750 Road Race Monterey, CA
9/16	Olympiad, Orange, CA

Trans-USA Series

9/23	Lexington, OH
9/30	Buchanan, MI
10/7	New Berlin, NY
10/14	Atlanta, GA
10/21	Sonoma, CA

125cc World Championship Motocross

7/15	Ireland
7/22	USA
8/12	Spain

250cc World Championship Motocross

7/29	USA
8/5	Finland
8/12	Bulgaria

500cc World Championship Motocross

7/29	Holland
8/5	Belgium
8/12	Luxembourg

World Championship Observed Trials

7/15	Italy
8/19	Sweden
8/26	Finland
9/16	Czechoslovakia

International six Days Trial

9/10	W. Germany

Trophee Des Nations

9/9	Stockholm, Sweden

Motocross Des Nations

9/2	Finland

Tourist Trophy World Championship Road Racing

8/18	50th Ulster GP/Ireland

Road Racing World Championship Grand Prix

7/22	Swedem
7/29	Finland
8/12	England
8/18	Czechosovakia
9/2	France

World Championship F750 Road Racing

7/15	Switzerland
7/22	Austria
7/29	Canada
8/5	USA
9/16	Holland
9/16	Belgium
9/23	W. Germany
9/30	Yugoslavia

European Endurance Championship

9/30	England

AMA/NATC Nat'l Trials

8/26	Arizona
9/1	Oregon
9/3	California

S.C.O.R.E. Off Road Racing

8/24-25-25	Off-Road World Champinships Riverside, CA
11/9-10-11	Baja 1000 Baja, CA

1979 National Dragbike Racing Schedule

7/12-15	Summer Nationals Englishtown, NJ NHRA
8/17-19	Summer Nationals Washington, DC I.D.B.A.
8/18-19	Goldenstate Classic Fremont, CA DRAGBIKE
9/3	U.S. Nationals Indianapolis, IN NHRA
9/21-23	Fall Nationals Seattle, WA NHRA
10/5-7	World Finals Ontario, CA NHRA
10/15-21	World Finals Gulf, MS I.D.B.A.
10/26-28	Wheels of Fortune Classic Las Vegas, NV DRAGBIKE

EVERY WEEK

Wednesday

CMC MOTOCROSS
Ascot Park, 18300 S. Vermont Ave., Gardena, CA. First race 7:30 p.m. Sign up 5-6:30, prac. 6-7 p.m. Entry $10. 150% Pro p.b. CMC license req. Trophies awarded Sptsmn class., Adults watch for $3.50, Jrs. $2.50, kids $1.50. 714/557-3323, 213/323-5055.

CMC STADIUM STYLE MX
Fremont Raceway, Fremont, CA. All new track layout & surface + Supercross type drop back start gate. All classes. Entry $8/$10. Spectators $2, pit pass $1. Open 5 p.m., prac. 6:30, race 7:30. 415/355-4760, 651-2545.

CMC MOTOCROSS
Chula Vista, California. Speedway 117. Take I-5 or 805 S. from Chula Vista to Jct. 117, go E. 5½ mi. across from Brown Field Airport. Prac. 6-7 pm, sign-up 4:30-7 pm, 1st race 7:30 pm. Entry $10. 150% Pro p.b. Trophies Sptsmn. Spec. $3.50, under 14 $1.50. CMC license required. Info: Speedway 117, P.O. Box 995, Chula Vista, CA 92011. 714/420-7414.

Thursday

AMA CLASS A SPEEDWAY
Ascot Park, 18300 S. Vermont Ave., Gardena, CA. First race 8:00 p.m. Sign up 5 p.m. Adults watch for $3.75, Jrs. $2.50, kids $1.50, under 9 yrs. free. 213/321-5323, 323-5055.

WASHINGTON

AMA MOTOCROSS
Bellingham, WA. Exit 255 1 mi. E, L on Hannogan Rd., 1 mi. Mini thru Open classes. Entry $5.50. Mt. Baker MC, PO Box 132, Bellingham, WA 98225. 206/733-1694.

Friday

CALIFORNIA

AMA NIGHT SCRAMBLES
Sand Hill Ranch, Brentwood, CA. Corner Camino Diablo & Vasco Rd. All classes. Gates open 4:00 p.m., prac. 6:15, race 7. 415/634-3328, 634-1667.

R.A.C.E. MOTOCROSS
Corona Rcwy., Hwy. 91 & Buchanan, Corona, CA. Mini thru Open, 100% p.b. to Ex. 714/689-1913, 735-1705.

CMC NIGHT MX
Orange County International Raceway, Irvine, CA. All classes. Cash purse all Pro classes. Trophies awarded Sportsman classes. $10 entry. No gate charge. Gates open 5:00 p.m., prac. 6, race 7:30 p.m. For info: 714/557-3323, 552-5511.

SACRAMENTO NIGHT MOTOCROSS
Sacramento Raceway, Excelsior Rd., S. of Mather AFB, Sacto, CA. Gates open 5 p.m., prac. 6, race 7:30. Nov/Int/Pro & Ex 125, 250 & Open in each class. Separate races for Vets, OT & Minis. Pro Ex cash. 30% brass awarded every race night. 150% Pro p.b. Entry $8. 916/363-2653.

SPEEDWAY
Costa Mesa, California. Orange County Fairgrounds. 8 pm. Info: 714/492-9933.

WASHINGTON

SIR NIGHT MOTOCROSS
Seattle International Raceway, Seattle, WA. All classes. BMX. Entry $8, $13 Pro. Prac. 6 p.m., race 7. 206/631-1550.

TEXAS

NIGHT MOTOCROSS
Mosier Valley Night MX, EUless, TX. 8:00 p.m. 214/245-4693.

SHORT TRACK
Ross Downs Short Track, Colleyville, TX. 8:00 p.m. Pro-Am. Located on NE side of Ft. Worth. 214/241-1359.

TEXAS MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 mi. E on E Mount Houston Rd., off Hwy. 59 North. All classes. Trophies thru 6 places to Am, Ex. 100% p.b. Entry $8 Am/$15 Ex. Prac. 6:30, race 8. Swimming, showers, game room, grandstands. 713/458-0090.

NIGHT MOTOCROSS
Capitol City Night MX, Austin, TX. Adjacent to Austin MX Park, Hwy. 183 N of 7th Street. Races 8 p.m. 713/482-7593.

Saturday

CALIFORNIA

SHORT TRACK & TT SCRAMBLES
Perris Raceway, Perris, CA. Hwy. 74 to Ellis Ave., turn west ¼ mi., right on Burton Rd. Beginner thru Pro classes. Entry memb. reg. $3. Money race $6/p.b. $5. Free camping. P.R.C., PO Box 1294, Perris, CA 92370. 714/657-4897.

SADDLEBACK SATURDAY MX
Saddleback Pk., Orange, CA. Gate opens 7:30 a.m., prac. 8-8:30, race 9. Pros race 40 min., others 30 min. Entry $9, Pros $13. No membership or mail entry req'd. 33.33% trophies. 714/495-4771.

TT SCRAMBLES RACES & MX PRACTICE
Elsinore Raceway, Lake Elsinore, CA. Hwy. 71, off at Lagonia St., btwn. Main St. exit & Railroad Cyn. Rd. Cash purse to Experts. 40% trophies to Sptsmn. class. For info: 714/674-2646, 676-4718.

OPEN AGAIN!

WASHINGTON

P.A.R.A. MOTOCROSS
Woodland, Washington, 5 mi. E of I-5 on Hwy. 503. All classes. 100% Pro p.b. Entry $8.50 Am/$12.50 Pros. Home of Gresham Toyota Pro series. For info: Action OZ, Rt. 3, Box 379 E, Gresham, OR 97030. 503/665-6707.

PARA MOTOCROSS
Mtn. View Cycle Park, Sandy, OR. 5 mi. E of Sandy on Rude Rd. All classes. Gate open 8 a.m., prac. 9, race 10. Entry Pee Wees $5/Nov $6/Int $6.50/Pros $10. 100% Pro p.b. For info: PARA, PO Box 365, Sandy, OR 503/666-9438, 668-4851.

AMA TT
Bellingham, WA, exit 255 off I-5, 1 mi. E on Hannegan Rd., 1 mi. 80/125/250/750cc classes. ¼ mi. Semi Pro TT. Entry $6.50. Mt. Baker MC, PO Box 132, Bellingham, WA 98225. 206/733-1694.

OREGON

MOTOCROSS
Sandy, Oregon. Hwy. 211 Exit out of Sandy to Bornsted Rd. Follow signs. All classes. Gen. ad. $3.50. Entry Pee-Wee $5, Nov. $6.50, Inter. $6.50, Pro $10. 100% Pro p.b. Series trophies ea. class. Gate 8 am, prac. 9 am, race 10 am. Info: Mt. View Cycle Park, P.O. Box 365, Sandy OR 97055. 688-4851.

Sunday

CALIFORNIA

TT/MX/SPEEDWAY PRACTICE
Elsinore Raceway, Lake Elsinore, CA. Hwy. 71, off at Lagonia St., btwn. Main St. exit & Railroad Cyn. Rd. For info: 714/674-2646, 676-4718.

DeANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside, CA on H-60 to Theodore off ramp. All classes. 30% same day trophies to Sptsmn. 100% trophies to minis & pee wees. Entry $12 Ex., $7 Sptsmn. Non-memb. add $2. Memb. not req. Pk open Sat. & Sun. for prac. Gates open 7 a.m., prac. 8:30, race 9:30 a.m. Free camping. 714/635-5840, 653-7979, 653-4558.

TEXAS

MOTOCROSS
Rio Bravo Motocross Park, Rio Bravo, TX. 5 mi. East on E. Mount Houston Rd., off 59 North. All classes. Trophies thru 8 places to Ams, Expert p.b. dependent on sign up. Entry $7 Am, $12 Ex. Prac. starts 7:30 a.m., race 11 a.m. Swimming pool, showers, game room 713/458-0090.

WASHINGTON

CMC NORTHWEST MX
Seattle International Rcwy., Kent, WA. 5 mi. E of Auburn on H-18. All classes. $1000 purse every week. $2000 in Amateur prizes. Fall $10,000 series. Entry $8 Am, $13 Pro. 206/631-1550.

July 12

R.A.C.E. HALF MI & QUARTER MI
Corona, CA. Corona Raceway. 91 Fwy. at Buchanan. All classes.30% trophies. p.b. on $5. Entry $6 pros, $5 sprtsmn. Open 5:30, prac. 6:30, race 7:30. P.O. Box 388, Corona, CA 91720. 714/735-1705 or 689-1913.

July 13

NMA COLORADO SPRINGS NATIONALS
Colorado Springs, CO. National Motocross Championship Series. Classes for all riders ages 6-8, 9-11, 12 & over for minis. Up thru 18 for motorcycles. Bike sizes 50/80/100/125/250cc. Nov/Int/Ex. For info: Chuck Boyd; 303/979-8892.

ATC/ODYSSEY/TT
Chula Vista, California. Speedway 117. Take I-5 or 805 S. from Chula Vista to Jct. 117, go E. 5½ mi. across from Brown Field Airport. Sign-up 5-7 pm, 1st race 8 pm, prac. 6:30-7:30 pm. Info: Speedway 117, P.O. Box 995, Chula Vista, CA 92011. 714/420-7414.

CRC NIGHT MOTOCROSS
Indian Dunes, Valencia, CA. International track. No minis. Cash to Pros. Sign up 6 p.m., prac. 6:30, race 8 p.m. 30% brass to Sptsmn. Entry $8/Pros $13. 213/830-7519.

D-36 PRE-QUALIFIER SHORT TRACK
Cycleland Speedway, Chico, CA. 14 mi. S of Chico at the corner of Gage-Shippee Rd. & Hwy. 99. All classes. Gates open 4:30 p.m., sign up 5-7, prac. 5:30-7:00, race 8:00 p.m. For info: 916/342-6851; 342-9302.

July 14

SUNNY VALLEY TT
Sunny Valley, OR. 11 mi. N of Grants Pass, then west on Leland Rd., off I-5 interchange. All classes. Entry $3 1st bike; $4 2nd bike; $2 pit pass. Sign in 5-6:30 p.m., prac. 5:30-6:30, races start 7:00 p.m. No late practice. 100% p.b.; money race. 503/479-8775; 479-2405.

CMA ¼ MILE DIRT TRACK RACES
Twin Peaks Speedway, Port McNeil, B.C., Canada. Vancouver, then Island Hwy. North. 250-750cc Jr/Sr/Ex. $1500 purse. Entry $2.50. $20 start money for US riders. Beautiful track. L. O'Connor, Box 335, Port Hardy B.C., 604/949-6383.

AMA PRO TT
Owyhee MC, Box 733, Boise, ID, 83701. 3 mi. N of Boise, Cartwright Rd. 7:00 p.m., $2000 purse. For info: Ron Peterson, 801/773-8491.

FLAT TRACK & TT
Tucson, Arizona. Saguaro Raceway. Riders $8, Pros $15, Spectators $3. Gates open 4 pm, prac. 5 pm, race 7 pm. Info: Saguaro Raceway, 2756 S. James Place, Tucson, AZ 85730. 602/296-4971.

AMA SHORT TRACK
Pioneer Arena, Oakdale, CA. S. off Hwy. 120 btwn Oakdale & Escalon on Pioneer. All ST classes (500cc & under). Entry $5.50. Minis welcome. For info: Jerry Griffith, 209/847-5558.

July 14-15

D-36 NATIONAL SHORT TRACK QUALIFIER
Cycleland Speedway, Chico, CA. 14 mi. S of Chico, at the corner of Gage-Shippee Rd. & Hwy. 99. All mini & Amateur classes. Rider entry $10; 2nd bike $5 per day. Gate open Sat. 4:30 p.m., sign up 5-7:00, prac. 5:30-7:00, race 8 p.m. Sunday gate open 8:30 am, sign up 9-11, prac. 9:30-11, race noon. Classes will be run as per AMA Youth & Amateur rule book. Current AMA cd. req. For info: 916/342-6851; 342-9302.

July 15

NMA ALBUQUERQUE NATIONALS
Albuquerque, NM. National MX Championship Series. Classes for all riders ages 6-8, 9-11, 12 & over for minis. Up thru 18 for motorcycles. Bike sizes 50/80/100/125/250cc. Nov/Int/Ex. For info: Dave Vigil; 505/842-5048.

AMA PRO TT
Hot Springs Raceway, Ogden, Utah. Take exit 353-1-80, 1 blk. South. $1500 purse. Entry $9. Sign up 10:00 a.m., prac. noon, race 1:00 p.m. For info: Ron Peterson, 801/773-8491.

D-36 SAND HILL/ARGYLL MOTOCROSS SERIES
Sand Hill Ranch, Brentwood, CA. Starting gate at both tracks. Riders must race all 6 events to qualify for final trophies & prizes. Moped awarded to 2 largest pt. paying class winners. Contingency prizes at each event. No riders ins. Mini thru Open & PP classes. Gates open 6:30 a.m., sign up 7, prac. 8:15, race 9. Entry; Sptsmn. $11, Ex. $15-80% p.b., spectators $4. For info: 415/634-3328, 634-1667.

PARA/MULKEY MOTOCROSS
3 mi. W of McMinnville, OLR on Hwy. 18. Gates open 7 a.m., race 10 a.m. Entry $8 Nov/Jr; $13 Pros. $3.50 gate fee. 50% Pro p.b. by moto down 8. 30% brass. For info: PARA, 7100 S.W. Hampton, Suite 121, Tigard, OR 97223. 503/620-5301.

CRC MOTOCROSS
Indian Dunes, Valencia, CA. I-5 to H-126. All classes, 2 long motos & cash for Pros. 2 motos & 30% brass for sptsmn. Entry $9/$13 Pros. Gates open 7 a.m., prac. 8, race 9:30. Membership req. 213/830-7519.

DeANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside, CA on H-60 to Theodore off ramp. All classes. 30% same day trophies to Sptsmn. 100% trophies to minis & pee wees. Entry $12 Ex., $7 Sptsmn. Nonmemb. add $2. Memb. not req. Pk open Sat. & Sun. for prac. Gates open 7 a.m., prac. 8:30, race 9:30 a.m. Free camping. 714/635-5840, 653-7979, 653-4558.

CMMC MINI MOTOCROSS
Barona Oaks Raceway, Ramona, CA. Hwy. 67 to Lakeside E. on Mapleview, N on Ashwood, up Wildcat Canyon Rd., 11 mi. O/N camping. Sign up closes 8:00 a.m. sharp. Late entry $10, guest entry $13. Membership $10. 714/496-2568, 488-7885.

CMC MOTOCROSS
Saddleback Park, Orange, CA. Gate opens 7:30 a.m., sign up 8-9, prac 8-9, first race 9:30 a.m. Junior & Intermediate entry $8 mail, $10 post. Pros $13 mail, $15 post. Mail entry to: CMC, P.O. Box 1402, Costa Mesa, CA 92626. 714/557-3323.

SHORT TRACK
Houston, Texas. Rio Bravo Short Track. 5 mi. E. of Hwy. 59 on E. Mt. Houston Rd. Mini-mini thru Open & Pro. 100% pro p.b., Am. Trophies per class. Entry $15 Pro., $8 Am. Prac. 1 pm, race 2 pm. ¼ mi. clay bank oval. Info: 713/458-0090 or 354-5988.

POSTPONED

AMRA MOTOCROSS
Kincaid Park, Anchorage, Alaska. Go to end of W. Dimond until on Kincaid Loop. 1st left. All classes welcome. Novice trophies, Ex. p.b. Entry Minis 15, Novice $10, Experts $15. Sign up 9-11 a.m., race at noon. AMRA memb. req. For info: Edwin Sims, PO Box 5-323, Ft. Richardson, Alaska 99505. 907/344-8229.

AMA WINSTON PRO SERIES/ YAMAHA GOLD CUP NATIONAL ROAD RACE
Sears Point, Sonoma, CA. Gates open 6:30 a.m., prac. 8, heat races 11:00 a.m. Novice final 1:30 p.m.; 750cc Expert National 2:00 p.m.; 250cc Lightweight final 2:45 p.m.; Superbike final 3:30 p.m.; Sidecar final 4:15 p.m. Adulsts $10/kids 6-12 $5/paddock pass $5. Tickets avail. at all Bass & Ticketron outlets. For info: 707/938-8448.

D-36 SEMI PRO MOTOCROSS
Riverfront Park, Marysville, CA. 40 mi. N of Sacto on Hwy. 70. Entrance to track is at 1st & F St. in downtown. Entry $12 Sptsmn/$18 Pros-p.b. on $15. Spectators $4. Prac. 7:30 a.m., race 9 a.m. Free camping, bonus trophies & Ledbetter start gate. 916/695-2727; 695-2088.

AMERICAN MOTO-CROSS A.M.E. ENTERPRISES 881-5778 (213)

JD Engineering

'79 Summer Series
Friday Night MX

July 20 Final Night

$600 Pro Purse
Entry $9 Sportsman
$12 Pros

Sign-up 6 pm
Practice 7 pm
Race 8 pm

FREE T-Shirt first 250 to sign up

Brought to you by
ND Spark Plugs
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for info: 213-881-5778

No pit riding at...

INDIAN DUNES

CRC PROUDLY PRESENTS
MINICYCLE NITE RACING
EVERY 2nd & 4th FRIDAY NIGHT
In Addition to the Regular Racing Program
ALL CLASSES
Pee Wee
Junior
80cc
plus!
ATCS
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VALENCIA, CA
for more info call CRC (213) 830-7519

Insanity is learned----
Read on!!

1st, 3rd, & 5th
Saturdays
Sprockets Park

2nd & 4th Sundays
Indian Dunes

1st, 3rd, & 5th
Friday Nights
Indian Dunes

Entry $9 Sportsmen, $13 Pros
AME license required
AME, PO Box 1421,
Reseda, CA 91335
Sanctioned 213-881-5778

Sunrise Valley Cycle Park
Adelanto, Calif.
Moto-X racing 2nd & 4th
Sunday each month—
$8 Sportsman - 30% trophies
same day
$12 Expert — cash payback
50% trophies to Mini & Vets
Free overnight parking
gates open 7 am, practice 8 am,
1st rce 9:30
714-887-1556 714-245-7339

DeAnza Cycle Park
Racing Club
MX Racing Every Sunday —
Membership Not Required
Member Sportsman $8.00 —
Member Experts $12
Non-member add $2
Points to members
100% trophies to Minis & Pee Wees 50% trophies to Vets
Plus 30% trophies to Sportsmen – same day brass
Park fees bike & rider $4, spectators $4 Why pay more?
Free overnight camping – pay once, stay all weekend
Gate opens 6:30 – Practice 8:30 – Race 9:30
Weekdays & Sat. (714) 653-4558 Sun. (714) 653-7979

CRC Motocross
Race Schedule
July 15 —Indian Dunes
July 15 —Racing World
July 22 — Saddleback
July 29 — Indian Dunes
Aug 5 — Indian Dunes
Every 2nd & 4th Friday Nights
Indian Dunes Motocross
Membership Required
213-830-7519

Advertising that works

MX RACES EVERY SUNDAY
Open 7 days — 7 a.m. 'till dark
Located 2 miles west of Interstate 5
on Highway 126 near Castaic.
(805) 259-8000
INDIAN DUNES

CRC MOTOCROSS
Racing World, Trabuco Cyn., CA. All classes. 2 motos & cash for Pros. 2 motos & 30% brass for sportsmn. Entry $9/$13 Pros. Memb. req. Gates open 7 a.m., prac. 8, race 9:30. 213/830-7519.

July 16-20

RUSS DARNELL MX SCHOOL
Dixon, CA. 5 day training camp. Entry $125 per student/$25 deposit. For info: Russ Darenll MX Schools, 9225 Telfair Ave., Sun Valley, CA 91352. 213/767-1854, 367-1722.

July 19

ODYSSEY/ATC OFF ROAD & ¼ MILE
Corona, CA. Corona Raceway. 91 Fwy. at Buchanan. All classes, off road & ¼ mi. 30% trophies. Entry $6 mem., $7 new mem. Open 5:30, prac. 6:30, race 7:30. P.O. Box 388, Corona, CA 91720. 714/735-1705 or 689-1913.

July 20

AME SUMMER SERIES MX
Indian Dunes, Valencia, CA. Post entry 19 Sptsmn., $12 Pros. Pro p.b., 30% brass. Prac. 7:00 p.m., race 8. All classes. AME lic. req. For info: AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

AME NIGHT MINI MX
Indian Dunes, Valencia, CA. Post entry $7. Prac. 7 pm, race 8 pm. All classes. 30% brass. AME lic. req. For info: AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

GARDENA GOLD CUP HALF MILE
Ascot Park, Gardena, CA. $3000 purse. First race 8:00 p.m., time trials 7 p.m., sign up 5 p.m. 18 events for AMA Expert/Junior/Novice riders. Adults $5.50; kids 9-12 $2.75; under 9 yrs. free. Free parking for motorcycles. 213/321-5323; 323-5055.

July 21

AMA WINSTON PRO SERIES NATIONAL TT
Ascot Park, Gardena, CA. $20,000 purse. First race 8:00 p.m., time trials 6:30 p.m., sign up 3-5 p.m. 10 events. Adults $8.50; kids 9-12 $4.25; under 9 free in gen. adm. Reserved seats $10/$5 under 12 at any Ticketron outlet. 213/321-5323; 323-5055.

SUNNY VALLEY TT
Sunny Valley, OR. 11 mi. N of Grants Pass, then west on Leland Rd., off I-5 interchange. All classes. Entry $3 1st bike; $4 2nd bike; $2 pit pass. Sign in 5-6:30 p.m., prac. 5:30-6:30, races start 7:00 p.m. No late practice. 100% p.b.; money race. 503/479-8775; 479-2405.

AMA SEMI-PRO SHORT TRACK
14 mi. S. of Chico, California. Cycleland Speedway. Class C traction. Classes: All mini, 1-500. Gates open 4:30 pm, sign-up 5-7, prac. 5:30-7, race 7:30. Spec. $3, Under 12 $1, Rider $6, 2nd bike $3, Semi-Pro $3. 100% Exp. p.b. D-36 rules apply. Info: 916/342-6851 or 342-9302.

AME NIGHT MOTOCROSS
Sprockets Park, Bakersfield, CA. Entry $8, Pro $11. Pb to pros, 30% brass. Prac. 7 p.m., race 8. AME lic. req'd. Free O/N camping. AME, P.O. Box 1421, Reseda, CA 91335. 213/881-5778.

AME NIGHT MINI MX
Sprockets Park, Bakersfield, CA. Post entry $9. Gates open 6 pm, prac. 7 pm, race 8 pm. Free o/n camping. 30% brass. AME lic. req. For info: AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

NIGHT MX/SDRA
Star Track. From downtown El Paso, take I-10 N. to Mesa Exit. Left (West) on Mesa to NM 273 (Dead end at Santa Teresa Country Club). Right on NM 273 for 2 mi. Star Track on the right. Fees Mini-mini $5, Ex. $9, all others $7. Gate fee $2. 1979 SDRA membership required @ $15. Gate opens 4:30, prac. 5:30, 1st race 7:00. $300 purse. $100 per class, 7 riders per class minimum. 100% p.b. for less than 7 riders. Restrooms, prepared track, gate open for ONers. 239 Alvarez, El Paso, TX 79932.

MOTOCROSS
Tucson, Arizona. Saguaro Raceway. Riders $8, Pros $15. Gates open 4 pm, Prac. 5 pm, race 7 pm. Spectators $3. Info: Saguaro Raceway, 2756 S. James Place, Tucson, AZ 85730. 602/296-4971.

July 21-22

AMA AMATEUR SHORT TRACK NATIONAL QUALIFIER
Elsinore Raceway, Elsinore, CA. S from Corona on Hwy. 71, L at Lagonia St. (btwn. Main St. & Railroad Cyn. Rd.). All classes plus minis, sidehacks. 2-day event-ride both for overall pts. New ¼ mi. short track. Open 6:00 a.m., prac. 8, race 10. Primitive camping avail. Sat. nite TT races. Sunday special-Lightweight reunion & special Sr. race (over 30 yrs.) + Pro celebrities. For info: Lightweights MC. 213/371-7356; 714/674-2646.

July 22

DeANZA HILLCLIMB
DeAnza Cycle Park, 10 mi. East of Riverside on Hwy. 60, take Theodore off-ramp. Super Hill, stock & modified classes. Silencers & kill switches required. Sign up 7-9 a.m. Entry $6. Info: 714/653-5840 (eve) 714/653-7979 weekends.

AME/ELKS CEREBRAL PALSY BENEFIT MX
Spillway Park, Santa Maria, CA. U.S. 101 to Broadway turn off, follow signs. 100% proceeds to Elks West Central Coast District Cerebral Palsey Benefit. 50% trophies to all classes. AME dble. pts. Contingency prizes. All classes plus OT/OTHG/Women div/Sidehacks. Entry $10. Sky divers; free camping; band & Bar-B-Q Sat. nite. Sign up 6:30 a.m., first moto 9 am. Gate fee $3. For info: Gene Dunn, 805/937-4043; 937-6171.

LAKE WHITNEY MOTOCROSS
Lake Whitney Cycle Ranch, Whitney, TX on FM 2960 off Hwy. 22 W of Whitney. $1,170 guar. purse, brass thru 8th. Split race sched. Nov 9 a.m., Int/Ex. approx. 1:30 p.m. All classes. Camping $2 per vehicle, gate $4. Am. entry $8/Ex. $10. 713/482-7593; 817/694-2901.

MOTOCROSS
Clarkia, Idaho. 85 miles S. of Spokane, Wash. 50-Open, Am. & Pro. Entry Am. $8.50, Pro. $10.50. 100% p.b. to Pros. Am. trophies only. Prac. 10 am, race 11 am. Info: Fossil Bowl, Box 113, Clarkia, ID 83812. 208/245-3670.

D-36 SAND HILL/ARGYLL MOTOCROSS SERIES
Argyll Park, Dixon, CA. Starting gate at both tracks. Riders must race all 6 events to qualify for final trophies & prizes. Moped awarded to 2 largest pt. paying class winners. Contingency prizes at each event. No riders ins. Mini thru Open & PP classes. Gates open 6:30 a.m., sign up 7, prac. 8:15, race 9. Entry: Sptsmn. $11, Ex. $15-80% p.b., spectators $4. For info: 916/678-3592; 678-9956.

MRA ROAD RACE
Woody Creek Raceway, near Aspen, CO. For info: Sandy Lillie, 305 Hawthorne, Boulder, CO 80302.

SRA GRAND PRIX
Carlsbad Rcwy., Carlsbad, CA. Palomar Airport Rd. off 405 Fwy. All classes. 1st of a dual GP-2nd GP is 7/29 at Elsinore Rcwy. Start pins, finisher bars. Total of both races will determine winners. 35% brass. Entry $12 mail or post. SRA memb. req. Prac. 8 a.m. 1st race 9:15 a.m. Gates open 6:00 a.m. No o/n camping. SRA, PO Box 1048, Cypress, CA 90630. 714/828-1358.

ARRA ROAD RACE
Ontario Motor Speedway, Ontario, CA. San Bernardino Fwy. to Ontario. GP, Prod., Cafe, 4-stroke GP classes. Prize money! Trophies & med. ins. Entry $18 & $9 pre entry; $22 & $11 post entry. Pat Manning, 3407 W. Olive, Burbank, CA 91505. 213/842-7433.

CHAPARRAL MOTOCROSS
Chaparral MX Park, Weatherford, TX. Split schedule. Nov/Minis/OT run in a.m. Ex/Int run p.m. Expert cash purse, trophies for others. Entry Nov/Int $8; Ex. $10; $2 gate fee. $4 to watch. For info: 817/284-4420; 441-9441.

PARA/WASHOUGAL MX
Camas Hwy. E of Vancouver, WA to Washougal, WA. Follow signs. Gate open 7 a.m., race 10 a.m. Entry $8 Jr/Nov; $13 Pros. $3.50 gate fee. 100% Pro p.b. by moto down 8. 30% brass. For info: PARA, 7100 S.W. Hampton, Suite 121, Tigard, OR 97223. 503/620-5301.

AME MOTOCROSS
Indian Dunes, Valencia, CA. AME lic. req. Post entry only $9/$13. Gates open 7, prac. 8, race 9:00 a.m. AME, P.O. Box 1421, Reseda, CA 91335. 213/881-5778.

RACING WORLD MOTOCROSS
Racing World, Trabuco Cyn., CA. All classes. Pro p.b., 30% trophies. Entry $7 Mini, Beg., Sptsmn, $12 Pro. No membership required. Prac. 8 a.m., race 9:30. Marty Smith course 714/581-6400.

CRC/IRC TRI RACE MX SERIES
Saddleback Park, Orange, CA. $1500 Pro purse. $1000 Sportsman gift certificates. Entry fee $10/$20 Pros. For info: 213/830-7519.

DeANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside, CA on H-60 to Theodore off ramp. All classes. 30% same day trophies to Sptsmn. 100% trophies to minis & pee wees. Entry $12 Ex., $7 Sptsmn. Non-memb. add $2. Memb. not req. Pk open Sat. & Sun. for prac. Gates open 7 a.m., prac. 8:30, race 9:30 a.m. Free camping. 714/635-5840, 653-7979, 653-4558.

MOTOCROSS
Cycle Haven Park, Long Beach, CA. Across from LB Naval Base, 1 blk E of Vincent Thomas Bridge. All classes + Vets. 33% brass. Giant trophy for 1st place riders. Sportsman entry $10, Pros $14. Gate opens 6:00 a.m., sign up 6:30-8:30, race strats 9.00. Half time drawing for prizes. 213/547-1818.

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. All classes. Gates open 7 a.m., sign up 7-9, prac. 8-9, first race 9 a.m. Jr/Int entry $8 mail, $10 post, Pros $13 mail,, $15 post. Mail entry to: CMC, P.O. 1402, Costa Mesa, CA 92626. 714/557-3323.

MOTOCROSS
Sunrise Valley Cycle Park, 2 mi. N of Adelanto, CA on Hwy. 395. All classes welcome. Entry $8/$12 Pros. MX School on Saturday — starts at noon. FOR INFO: Nick Brasevich, 15224 7th St., Victorville, CA 714/235-7339.

MMA DRAG RACE
Sacramento Raceway, Sacramento, CA. Seven racing brackets for trophies. 1st, 2nd, 3rd place trophies each race category. Gates open 8:00 a.m., tech. ins. closes at 1:30 p.m. Everyone welcome to race. Admission $5 pit pass. MMA, 2202 16th St., Sacramento, CA 95818. 916/442-4727.

ZAP/CMC MOTOCROSS
Crown Nine MX Park, Pescadero, CA. All classes plus minis, Vets & OT. Sign up 9 a.m., prac. 9. Entry $9/$15. 30% brass, 100% Pro p.b. Gate $3. Under 10 yrs. $1. O/N camping $1. Mufflers req. 415/355-4760; 355-1331.

July 22-27

DONNER TRIALS SCHOOL
Donner Ski Ranch, Norden, CA. Instructors Mark Eggar & Norm Sayler. Five day schools include lessons, riding privileges, meals & sleeping accommodations. Reservation deposit $25. For info: Donner Trials School, Donner Ski Ranch, PO Box 66, Norden, CA 95724. 916/426-3578.

July 23-24

RUSS DARNELL MX SCHOOL
Saddleback Park, Orange, CA. 2 day school. Entry $40 per student/$10 deposit. For info: Russ Darnell MX Schools, 9225 Telfair Ave., Sun Valley, CA 91352. 213/767-1854, 367-1722.

July 26

R.A.C.E. HALF MI & TT
Corona, California. Corona Raceway. 91 Fwy. at Buchanan, off on Pierce to Magnolia, rt. to Buchanan. Turn rt. All classes + sptsmn. & Pro. 30% trophies. P.b. on $5. Entry $6, $5 Spts.n. Open 5:30, prac. 6:30, race 7:30. Info: P.O. Box 388, Corona, CA 91720. 714/735-1705 or 689-1913.

July 26-27

RUSS DARNELL MX SCHOOL
Indian Dunes, Valencia, CA. 2-day school. Entry $40 per student/$10 deposit. For info: Russ Darnell MX Schools, 9225 Telfair Ave., Sun Valley, CA 91352. 213/767-1854, 367-1722.

July 27

CRC NIGHT MOTOCROSS
Indian Dunes, Valencia, CA. International track. Cash to Pros. Sign up 6 p.m., prac. 6:30, race 8 p.m. 30% brass to Sptsmn. Entry $8/Pros $13. 213/830-7519.

ODYSSEY/ATC OFF ROAD & ¼ MILE
Corona, CA. Corona Raceway. 91 Fwy. at Buchanan. All Classes, off road & ¼ mi. 30% trophies. Entry $6 mem., $7 new mem. Open 5:30, prac. 6:30, race 7:30. P.O. Box 388, Corona, CA 91720. 714/735-1705 or 689-1913.

July 28

SUNNY VALLEY TT
Sunny Valley, OR. 11 mi. N of Grants Pass, then west on Leland Rd., off I-5 interchange. All classes. Entry $3 1st bike; $4 2nd bike; $2 pit pass. Sign in 5-6:30 p.m., prac. 5:30-6:30, races start 7:00 p.m. No late practice. 100% p.b.; money race. 503/479-8775; 479-2405.

AMA SEMI-PRO SHORT TRACK
14 mi. S. of Chico, California. Cycleland Speedway. Class C traction. Classes: All mini, 1-500. Gates open 4:30 pm, sign-up 5-7, prac. 5:30-7, race 7:30. Spec. $3, Under 12 $1, Riders $6, 2nd bike $3, Semi-Pro $3. 100% exp. p.b. D-36 rules apply. Info: 916/342-6851 or 342-9302.

MOTOCROSS
Tucson, Arizona. Saguaro Raceway. Riders $8, Pro $15. Gates open 4 pm, prac. 5 pm, race 7 pm. Spectators $3. Info: Saguaro Raceway, 2756 S. James Place, Tucson, AZ 85730. 602/296-4971.

July 28-29

NATIONAL SCRAMBLES QUALIFIER
Lodi Cycle Bowl, Lodi, CA. Sat: Minis-gates open 2 pm, sign in 2:30-4:30, prac. 3-4:30, races start 5:30 p.m. Sun: Amateurs -0 to 501cc & over (and sidecars). Gates open 2 p.m., sign in 2:30-4:30, prac. 3-4:30, races start at 5:30 p.m. Entry $10 first bike, $5 second bike. Spectators $4 (adults) per day, $1 (6-11 yrs.) per day. Pre-entry req. by July 27, midnight. No Pros. AMA sanctioned. Entries close for minis on July 17. For all info: Lodi Cycle Bowl, 5801 E. Morse Rd., Lodi, CA 95240. Lodi MC; 209/931-3722; 368-7182.

July 29

1979 4-STROKE CHAMPIONSHIPS
Carlsbad Raceway, Carlsbad, CA. CMC sanctioned. Open Pro class $1000 purse. 100% p.b. to sidecars. Contingency cash & prizes will be posted day of race. 25% trophies. Minis thru Open classes plus OT (30-40 yrs) and OT (41 & over), Dinosaur/vintage & sidecars. Pros $20 mail entry; Jr/Int $15 mail; All post entries are $25. For info: CMC, PO Box 1402, Costa Mesa, CA 92626. 714/557-3323.

SRA GRAND PRIX
Lake Elsinore Raceway, Elsinore, CA. On Hwy. 71, off at Lagonia St. All classes. 2nd of a dual GP. 35% trophy. Winners determined by total of the 2 races. Starter pins & finisher bars. Entry $12 mail or post. SRA memb. req. Prac. 8 a.m., 1st race 9:15 a.m. Gates open 6:00 a.m. SRA, PO Box 1048, Cypress, CA 90630. 714/828-1358.

D-36 SAND HILL/ARGYLL MOTOCROSS SERIES
Sand Hill Ranch, Brentwood, CA. Starting gate at both tracks. Riders must race all 6 events to qualify for final trophies & prizes. Moped awarded to 2 largest pt. paying class winners. Contingency prizes at each event. No riders ins. Mini thru Open & PP classes. Gates open 6:30 a.m., sign up 7, prac. 8:15, race 9. Entry; Sptsmn. $11, Ex. $15-80% p.b., spectators $4. For info: 415/634-3328, 634-1667.

DeANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside, CA on H-60 to Theodore off ramp. All classes. 30% same day trophies to Sptsmn. 100% trophies to minis & pee wees. Entry $12 Ex., $7 Sptsmn. Non-memb. add $2. Memb. not req. Pk op½en Sat. & Sun. for prac. Gates open 7 a.m., prac. 8:30, race 9:30 a.m. Free camping. 714/635-5840, 653-7979, 653-4558.

CMC MOTOCROSS
Saddleback Park, Orange, CA. Gate opens 7:30 a.m. sign up 8-9, prac., 8-9, first race 9:30 a.m. Junior & Intermediate entry $8 mail, $10 post. Pros $13 mail, $15 post. Mail entry to: CMC, P.O. Box 1402, Costa Mesa, CA 92626. 714/557-3323.

CRC/IRC TRI RACE MX SERIES
Indian Dunes, Valencia, CA. 1500 Pro purse. $1000 Sportsman gift certificates. Entry $10/$20 Pros. For info: 213/830-7519.

July 30-31

RUSS DARNELL MX SCHOOL
DeAnza Cycle Park, Sunnymead, CA. 2-day school. Etnry $40 per student/$10 deposit. For info: Russ Darnell MX Schools, 9225 Telfair Ave., Sun Valley, CA 91352. 213/767-1854, 367-1722.

July 30-August 2

BERNIE SCHREIBER TRIALS SCHOOL
Donner Ski Ranch, Norden, CA. Special Trials School with Bernie Schreiber $200. Two day school includes lessons, riding privileges, meals & sleeping accommodations. Reservation deposit $25. For info: Donner Ski Ranch, PO Box 66, Norden, CA 95724. 916/426-3578.

August 2

ODYSSEY/ATC OFF ROAD & ¼ MILE
Corona, California. Corona Raceway. 91 Fwy. at Buchanan. all classes, off road & ¼ mi. 30% trophies. Entry $6 mem., $7 new Mem. Open 5:30, Prac. 6:30, race 7:30. P.O. Box 388, Corona, CA 91720. 714/735-1705 or 689-1913.

August 3

AME NIGHT MOTOCROSS
Indian Dunes, Valencia, CA. Post entry $8 Sptsmn, $11 Pros. Pro p.b., 30% brass. Prac. 7:00 p.m., race 8. AME lic. req. All classes. For info: AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

ATC/ODYSSEY/TT
Chula Vista, California. Speedway 117. Take I-5 or 805 S. from Chula Vista to Jct. 117, go E. 5½ mi. across from Brown Field Airport. Sign-up 5-7 pm, 1st race 8 pm, prac. 6:30-7:30 pm. Info: Speedway 117, P.O. Box 995, Chula Vista, CA 92011. 714/420-7414.

AME NIGHT MINI MX
Indian Dunes, Valencia, CA. Post entry $7. Prac. 7 pm, race 8 pm. All classes. 30% brass. AME lic. req. For info: AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

AME NIGHT MOTOCROSS
Indian Dunes, Valencia, CA. AME license required. Post entry only, $8. Gates open 5 p.m., prac. 7, race 8 p.m. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

August 3-4

RUSS DARNELL MX SCHOOL
Bend, OR. 2-day school. Entry $40 per student/$10 deposit. Russ Darnell MX Schools, 9225 Telfair Ave., Sun Valley, CA 91352. 213/767-1854, 367-1722.

August 4

AMA SHORT TRACK
Hills Ferry Speedway, Morgan Hill, CA. Hill Ferry Rd. & River Rd. Newman. Hwy. 5, take Stuhr exit. All classes including minis. Entry $5. ¼ mi. track, class C traction. Hills Ferry Speedway, Rt. 2, Box 612A, Morgan Hill, CA 408/463-0548.

AME NIGHT MOTOCROSS
Sprockets Park, Bakersfield, CA. Entry $8, Pro $11, Pb to pros, 30% brass. Prac. 7 p.m., race 8. AME lic. req'd. Free O/N camping. AME, P.O. Box 1421, Reseda, CA 91335. 213/881-5778.

AME MINICYCLE MX
Sprockets Park, Bakersfield, CA. Post entry $9, gates open 6 p.m., prac. 7, race 8. 30% brass, AME lic. req'd. Free O/N camping. AME, P.O. Box 1421, Reseda, CA. 213/881-5778.

Road Runs

July 20-21-22

READING M/C 65th anniversary in ama
Oley, Pennsylvania. Jefferson St. Rt. 73 near Reading, PA. Camping, Dirt Drags Sat., live music Sat. nite, Poker Run Sun. Info: 215/987-6442 or 779-3789.

FREE LISTING

CALENDAR

Listings must be received by noon Thursday to be included in the following week's Cycle News. No listings can be accepted by phone. Please include a phone number for additional information. Mail the completed blank to Cycle News Calendar, Box 498, Long Beach, CA 90801.

Event date _____ Event sanction _____ Event type _____

Location _____

How to get there _____

Classes _____ Purse _____ Entry fee _____

Mailing address _____

Other info _____

Your name _____ Phone number for info _____

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Starts July 1
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RACERS Hot Line 213-598-0615
DISTRICT 37 COMPETITION RIDER AMA
July 15 -S.G.V.M.C. European Scrambles
July 29 -Shamrock European Scrambles
Aug 4&5 -Hilltoppers Grand Prix
Aug 19 -Four Aces European Scrambles
Aug. 25 (Sat) — Gripsters Scrambles

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Thurs. Nights — Flat Track & Odyssey (alternate weeks)
714-735-1705/689-1913

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Motocross Every Saturday
Pros — 2-40 minute motos
Sportsmen — 2-30 minute motos
info: 714-495-4771

Open 7 Days 714-558-1584
CMC-MX, ITA Trials — 1st & 3rd Sundays
CRC—MX — 2nd & 4th Sundays
SSM—MX — Every Saturday
saddleback park

CMMC
California's #1 Mini MX Club
Barona Oaks Raceway, Ramona, CA
Jrs. 50cc, 80cc, 100cc, 125cc
1st & 3rd Sundays
Info: Orange Co. 714-496-2568
San Diego 714-448-7885

LAKE ELSINORE RACEWAY
Every Sat. Nite TT
Every Sunday Motocross, TT, and Speedway Practice
On Highway 71, off at Lagonia St.
Between Main St. & Railroad Cyn. RD.
for info: 714-674-2646 or 676-4819

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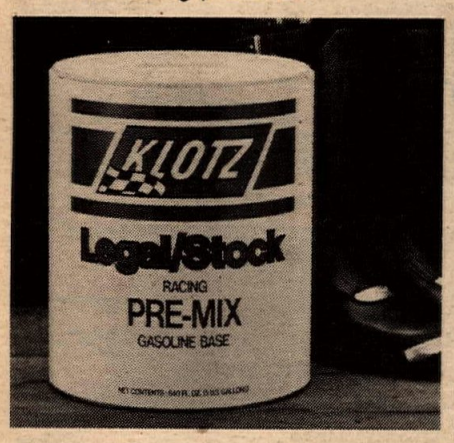

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Russ Darnell Motocross Schools

Schedule June-Sept. 1979

June 25-29 Bavarian MX, Seattle, Wash.
June 25-29 Pendleton, Ky.
July 2-6 Hill & Gully, Kiona, Wash.
July 2-6 Roaring Banch, Pa.
July 7-8 Roaring Branch, Pa.
July 9-13 Medford, Oregon
July 16-20 Dixon, CA
July 16-20 Cocoa, FL
July 23-27 Atlanta, GA
July 23-24 Saddleback, Orange, CA
July 26-27 Indian Dunes, Valencia, CA
July 30-31 DeAnza, Sunnymead, CA
July 30-Aug. 3 Midland, Mich.
Aug. 3-4 Bend, Oregon
Aug. 6-10 Indian Dunes, Valencia, CA
Aug. 6-10 Hidden Hills, Monitowac, Wisc.
Aug. 13-17 Saddleback Park, Orange, CA
Aug. 13-17 Honda Hills, Columbus, Ohio
Aug. 20-24 DeAnza, Sunnymead, CA
Aug. 20-24 Rio Bravo, Houston, TX
Aug. 27-31 Star Track, El Paso, TX
Sept. 1-2 Dixon, CA
Sept. 3-7 Indian Dunes, Valencia, CA

Two-day schools $40
Five day training camps $125

Limited Entry

for information & reservations call 213-767-1854, or write to

Russ Darnell Motocross School

9225 Telfair, Sun Valley, CA 91352

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RESULTS

Viewfinder GP Valencia, CA June 2-3, 1979

OPEN EX	
Bob Rutten	Hus
Jim Connolly	Mai
Bill Saltzman	Hus
Joe Lockhart	Yam
Pancho Spain	DMG
Steve Priestley	Yam
Keith Hart	Hus
Bill Phillips	KTM
Bob Holder	Yam
Bud Wheeler	Hus
100-175 EX/AM	
Bob Balentine	KTM
Larry Roeseler	Hus
Mike Baker	C-A
Jim Connolly	Hon
Dave Hornbeck	Yam
Donnie Morrison	Yam
Robert Pfetzing	Yam
Trace Willis	Yam
Brent Kashiwagi	Suz
Don Urbanek	Yam
250 EX/AM	
Cordis Brooks	Yam
Mark Nation	Mai
Dan Ashcraft	Hus
Eric MacCraken	Hus
P.O.R.T. Paul	Pas
Bill Saltzman	Mai
Larry Thompson	Yam
Keith Ehlers	Suz
Craig Adams	KTM
Darin Cartwright	Hus
0-175 NOV/BEG/UNCL	
Peter Postel	Yam
Dennis Maxwell	Yam
Craig Westerguaard	Suz
Eric Torkko	Hus
Dna Kellstrom	Yam
John Penner	Yam
Terry Washuskas	Yam
Joseph Bartoll	Hon
Jim McGrath	Suz
Rick Barr	Suz
250 NOV/BEG/UNCL	
Kris Wilcox	Hon
Dan McNulty	Mai
Bill Fancher	Yam
Tony Megla	Yam
Mark Durand	Yam
Leonard Pelletier	Bul
Roger Zela	Hus
Mike Ferro	Hon
James W. Rapp	Yam
Dave Herrera	Hon
OPEN NOV/BEG/UNCL	
Steve Harper	Yam
Jeff Mathews	Hus
Rex Harrelson	Yam
Terry Marchiando	Mai
Jesse James	Mai
Craig Weaver	Suz
James McConnell	Suz
John Clemons	Hon
Rod Barret	Suz
Bill Fleming	Yam
SR & WOMEN	
Bill Saltzman	Mai
Jim O'Neal	C-A
Nate Sciacqua	Yam
James McGraw	Yam
Gary Charter	Suz
George Zuber	Yam
Art Knapp	Yam
Norm Haven	Yam
Allan A. Torkko	Hus
Dick Burley	C-A
SIDEHACKS & 4 STROKES	
Jim O'Neal	Hon
Gary Lyle	Yam
John Palfreyman/Tom Lund	
Robert Sannder Sr./ Kris Wilcox	Hon Wasp
Ken Maler/Dean Jensen	Yam
Robin Dickson/ Kelly Whitaker	Hon
Tom Whitney/ Pete Whitney	Yam
Doug Bingham/Mike Moore	Yam
Hoy Mitchell	Yam
Ron Hall/Mike Aborcast	Hus

Pro-Am Racing Assn. Mulkey O.R.V. McMinnville, OR June 24, 1979 By E. McCormick/ Action Oz

PEE WEE EX	
Henry Corbin III	Suz
Vern Cop	Suz
PEE WEE	
Kevin Sieler	¼ Suz
MINI JR	
Jeff Glass	Yam
Dan Johnson	Suz
Ronny Hopla	Yam
MINI INT	
Bobby Moore	Suz
Jay Collins	Yam
MINI EX	
Dale Peterson	Suz
100 JR	
Wade Reed	Suz
Jay Collins	Yam
Ron Vandehey	Suz
100 INT	
Ted Harry	Suz
Lance Kilgore	Suz
125 JR A	
Kevin Glass	Yam
Rich France	Suz
Mike Nyberg	Yam
125 INT A	
Kevin White	Yam
Dale Olsen	Suz
Dave Hettinga	Yam
125 INT B	
Ken McMurphy	Suz
Clarence Gardner	Yam
Guy Toedimier	Suz
250 JR	
Dean Glass	Hon
Duncan Davis	Yam
Barry Harding	Suz
250 INT	
Randy Duncan	Yam
Bruce Irwin	Suz
Gary Harkleroad	Yam
OPEN JR	
Scott Bergeren	Hon
Gary Bernards	Yam
OPEN INT	
Sean Phillips	Suz
Bob Lish-	Yam
30-40	
Jim Lamkin	Mai
Bob Kaser	Yam
Henry Corbin II	Hon
O.T. JR	
Gene Ford	Yam
Dan Sandretzky	Yam
O.T. SR	
Bill Naylor	Yam
Norm DuVall	Yam
James Kilgore	Pen
125 PRO	
Pat Jacobson	Suz
Penny Scott	Suz
Dave Van Epps	Suz
250 PRO	
Pat Jacobson	Suz
Kevin Jansen	Kaw
Tim Michletsch	Yam
OPEN PRO	
Pat Jacobson	Suz
Tim Michletsch	Yam
Mark Hambleton	Mai

AME Motocross Sprockets Park Bakersfield, CA June 2, 1979 By Laura Richard

125 PRO	
Tim Locey	Yam
John O'Mara	Suz
Steve Schmitz	Suz
250 PRO	
Tim Locey	Yam
Danny Thompson	CanAm
Mike Shoemaker	Yam
500 PRO	
Andy Jannings	Mai
Hal Strauss	Mai
Darren Oliver	Yam
500 INT	
Robert Springman	Yam
Robert Hixson	Yam
Mike Cappelo	Yam
250 INT	
Mike Lopez	Yam
Mark Amendola	Yam
Brian Branson	Hon
125 INT	
Mike Yafchak	Yam
Jerry Martiney	Suz
Allen Hopper	Suz
500 JR	
Scott Roussell	Suz
Deven Santangelo	Yam
John Simpson	Yam
250 JR	
Dick Shepherdon	CanAm
Kevin Lawrence	Yam
North Hefley	Hon
125 JR	
Danny Lawhorn	Yam
Ron Jorden	Suz
Harold Smith	Yam
500 BEG	
Greg Klassen	Yam
VET	
Allen Springman	Yam
250 BEG	
Kurt Hylton	Hus
Jim Duval	Hon
125 BEG	
Steve Dufloth	Suz
Den Hendrix	Yam
Frank Martineau	Suz
100 JR	
Brand Johnson	Suz
Gene Stephens	Yam
James Bennet	Suz
100 INT	
Andy Nelinger	Suz
83cc EX	
Allen Hopper	Suz
83cc INT	
Pat Galan	Suz
83cc JR	
Craig Fruta	Suz
Lynn Walker	—
Bobby Hoffman	Yam
83cc BEG	
Steve West	Suz
Jeff Daughn	Kaw
Brett Gayott	—
61cc INT	
Boby Hoffman	Suz
61cc JR	
Doug Fisher	Suz
Manuau Raycromb	Suz
Billy HOffman	Suz
61cc BEG	
Kelly Hopper	Suz
PEE WEE	
Kayle Johnson	Suz

D-37 Sr. Div. Ltwt. I Pt. standings

1 Richard Burley	1420
2 George Zumer	1370
3 Don Whitehorn	860
4 Robert Matthews	780
5 Jim Main	640
6 Al Benson	630
7 Bill Zoller	590
8 Robert Webb	460
9 Bob McLaughlin	460
10 Pat Gunther	410
11 Charles Hermansen	400
12 Jay Sheldon	380
13 Jim Thompson	350
14 Bill Stewart	320
15 Bill Biscoe	280
16 Ron Hubbard	260
17 Don Torgeson	260
18 Paul Sorensen	260
19 George Stoffel	250
20 Hal Hallgath	250
21 Charles Morrison	220
22 Earl Carpenter	170
23 Curt Mills	170
24 Bob Delliplaine	170
25 Ken "Bart" Markham	160
26 John McCown	160
27 Harry Cantrall	160
28 Rick Watson	130
29 Gilbert Pagan	120
30 Rick Hammell	110
31 Pat Rice	110
32 Clint Purdue	110
33 Stanley Herriot	110
34 James Sers	100
35 John Bollinger	100
36 John Van	60
37 Bob Haggard	40
38 Tom Edmonds	30
39 Peter Bormanis	20
40 John Barnes	20

D-37 Sr. Div. Ltwt. II Pt. standings

1 Gary Charters Sr.	1400
2 Alfred Guzman	1260
3 Tom Webb	1180
4 Robert Tartter	1150
5 Irvin Sinclair	920
6 Fred Priebe	720
7 Valaro Morris	660
8 Bob Terrazas	630
9 John McCown	540
10 Ronald Milligan	490
11 Willie Eveland	440
12 Don HOuser	430
13 Leo Marchand	370
14 Harry Cantrall	320
15 James Harris	320
16 Norman Peterson	320
17 Richard Zazueta	290
18 Bob Shaw	240
19 Robert Krause	220
20 Bruce Coker	210
21 George McClellan	200
22 Jim Collister	190
23 Dow Gowing	160
24 E.D. Austin	150
25 Robert Hayes	140
26 Mike Farris	130
27 Duane Bergmann	130
28 Tony Blackstock	130
29 Roy Barnett	120
30 Paul Delattorre	120
31 George Purser	110
32 Gene Favour	90
33 Jerry Jared	75
34 Clint Danial	20

TROPHY PICKUP

For listing in this department, please mail information with $1.00 per week that it is to run to: Cycle News Trophy Pick-up, Box 498, Long Beach, CA 90801.

WANT ADS

Help Wanted

Service Manager
Position for fully experienced, aggressive person. Must be honest, and dependable and interested in working for a progressive company. Top wages plus hospital benefits and paid vacation. LONG BEACH YAMAHA, 3580 E. Pacific Coast Hwy., Long Beach, CA 90804. (213) 597-3317. (27)

Production Coordinator Wanted
Experience with sheet metal, shear, welding, assembly, packaging, supervising personnel. Knowledge of motorcycles. Good benefits. Call for appt. (213) 287-9656. (29)

Honda mechanic
Experienced only, commission or hourly. ORANGE COUNTY HONDA, 1630 W. Chapman, Orange, CA 92668. (714) 633-7344 ask for Elmer or Steve. (28)

Call "MEN" for jobs galore
Parts, service, sales, managers, reps, executives — jobs everywhere USA. INFORMATION: Pete Colman (714) 557-3056. Motorcycle Employment Nationwide (MEN), 4262 Campus Drive B7, Newport Beach, CA 92660. (30)

Wanted: Yamaha mechanic
Experienced mechanic with tools. Year round position for right person. Wages negotiable. Send resume to: FLUMMERFELT'S, INC., 129 Grant Ave., Auburn, NY 13021. (315) 252-0106. (27)

ATTENTION DEALERS: Got a sale coming up ? Advertise in Cycle News Want Ads for great results!

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Immediate opening for experienced Honda service technician. Salary + commission guaranteed. Ask for Fred at (213) 278-5211. (26/TFN)

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Good position for journeyman mechanic. Excellent working condition. Mon. thru Fri. work week. Call Mr. LeBard at LeBard & Underwood (213) 691-0553 or (714) 879-8252. (27)

Honda partsperson
Now accepting applications for experienced parts personnel. Call LAKEWOOD HONDA-HUSQVARNA, Bill Mallman (213) 860-1354. (10/TFN)

Motorcycle mechanic wanted
We need a career minded qualified Yamaha mechanic. 50% commission & benefits. Contact Graham at LONG BEACH YAMAHA (213) 597-3317. (20/TFN)

Motorcycle salesperson
Minimum 2 years experience. Salary + commission. Santa Barbara area. (805) 964-7893. (27)

Wanted experienced mechanic
Must have tools. Show proof of experience, full-time work with good pay & benefits. Located in Seattle area. Weekdays — 10 to 7 — Weekends — 10 to 6 (206) 546-5751. (23/TFN)

Excellent living in Lake Tahoe
2 Honda auto mechanics and 2 Honda-Yamaha motorcycle mechanics for dealership in Lake Tahoe. Must have minimum of 2 years experience. Offer top salary, year round work, health insurance and paid vacations. Motorcycle or auto purchase plan available. (916) 544-1550, ask for Mike. (27)

Experienced Honda mechanic
Large modern Honda shop has opening for qualified person. Must have shop experience. Many benefits. Good working conditions. KOLBE CYCLE SALES, 22123 Ventura Blvd., Woodland Hills, CA 91364. (213) 348-7865. Contact Bobby Joe. (22)

• • Wanted • •
Honda mechanic that's tired of working for peanuts and wants to make serious money. Contact Warren at BURBANK HONDA (213) 845-2117 or (213) 843-0486. (25/TFN)

$$$Honda Service Manager$$$
One of Southern California's leading motorcycle dealers is seeking a highly qualified service manager, whose goal is perfection. Kaw experience helpful. Excellent benefits, top pay commensurates with ability. See Allen at ONTARIO HONDA, 931 W. Holt Blvd., Ontario, CA. (714) 983-0695. (24/TFN)

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Hourly + commission, vacation, medical & profit sharing. Only steady & dependable with references, who is looking for a long term position. Call or see "JACK" Ser. Mgr. at (213) 749-6235. 2531 S. Main St., Los Angeles, CA 90007. (23/TFN)

New bike set-up & serviceman
Experienced only need apply. LONG BEACH YAMAHA, 3580 E. Pacific Coast Hwy., Long Beach, CA. (213) 597-3317. (28)

MANAGER-ACCESSORY DEPARTMENT. Professional salary available to career minded person with retail management experience. Call Mr. Hayner at (213) 781-6386. (29)

Motorcycle mechanic wanted
Honda, Kawasaki, & Suzuki experience required. Relocate in beautiful Amador County. Contact Jeff at SPINETTI'S BIKE SHOP, 139 Main St., Jackson, CA 95642. (209) 223-1674. Closed Sunday & Monday. (27)

Will train
Immedaite openings, will train right person, experience not necessary for parts & service personnel. (213) 787-0110. (27)

Partsperson
Honda experience helpful. Must be dependable and hard working. S.F. Valley area. Call Gene at (213) 788-2251. (27)

Honda mechanic
Very busy shop needs qualified mc/mechanic in South Bay area. Good earning potential. Contact Will at (213) 371-8959. (27)

POSITIONS AVAILABLE: Salesman, counter sales, and mechanic. CUSTOM CITY YAMAHA (213) 635-8058. (22/TFN)

Mechanic Har-Dav Agency
Canoga Park area. Need experience and tools. Call Sandy (213) 999-3355. (25/TFN)

Honda salesman
Full or part-time, experience preferred. Commission. ORANGE COUNTY HONDA, 1630 W. Chapman, Orange, CA 92668. (714) 633-7344 ask for Greg or Elmer.

Motorcycle mechanics
2 motorcycle mechanics desired at friendly bay area, dual franchise store. 1 possibly leading to service manager position. (415) 881-4943 ask for Ken. (28)

Large N. Orange Yamaha dealer
Needs 1 experienced commissioned mechanic. Experienced need only apply. (714) 524-1200 ext. 255. (27)

Parts Manager
Top pay plan for the right man. Call TORRANCE HONDA at (213) 371-7533. (28)

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For top Yamaha mechanic. CYCLETOWN, San Rafael, CA. Ask for Bill at (415) 456-0335. (29)

Wanted: Experienced M/C parts man
Honda, Yamaha, & Harley-Davidson. Business located in Eureka, Calif. Call Tuesday through Saturday 9 to 6, (707) 443-8031. (28)

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'78½ PE 250 Suzuki
Extras, like new, used as trail bike only. $1000.00. (714) 956-4354 after 5 and weekends. (27)

1977, 400 KTM MC5
Gas works rear, air forks, Sun rims, Magura lever, new tire. Excellent condition. Many extras. Must sell, $900/best offer. MIKE days — (213) 462-2171, evenings (213) 760-2357. (28)

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*** '79 YZ400-F ***
White Bros. suspension, Metzelers, dez. tank, case of oil, primary gears 14 to 17 and other goodies. Pre-run bike for S.C.O.R.E. Leaving state. $1500.00. Aft. 6 (714) 846-2440. (27)

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Xlnt. condition, expertly maintained! Thor swingarm, Gunner Gasser, new top end! Clean! Must see, $1200 with Fox shocks. $1000.00 without! Days (714) 994-3580, after six (714) 629-9485. (27)

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1970 Harley 1200 FLH
Blue, saddlebags & Tour Pak. (714) 926-4417. (27)

'77 Yamaha YZD 250
Excel. cond. — very low hours — also inc. Bell Moto Star — leathers — new boots. Moving — must sell. $800.00 all. (213) 429-8518. (27)

Honda MT125R roadracer
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Complete except engine; 125 Honda engine will bolt right in or can be modified. Makes great play bike or enduro. $350.00 or best offer. Day (209) 686-3866, nights (209) 688-9287 ask for Ted. (27)

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Both bikes in XLNT Cond., very low miles, $700.00, $600.00 eves. (805) 252-1844. (27)

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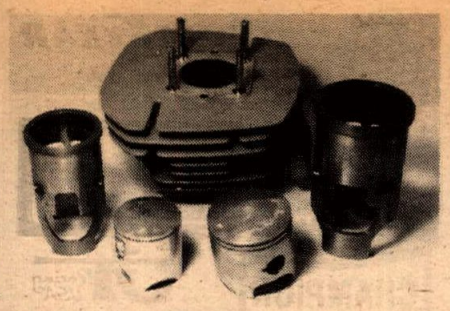

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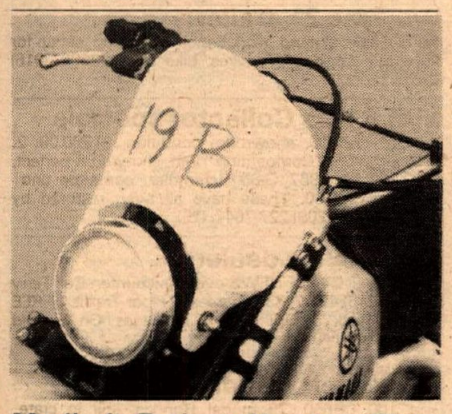

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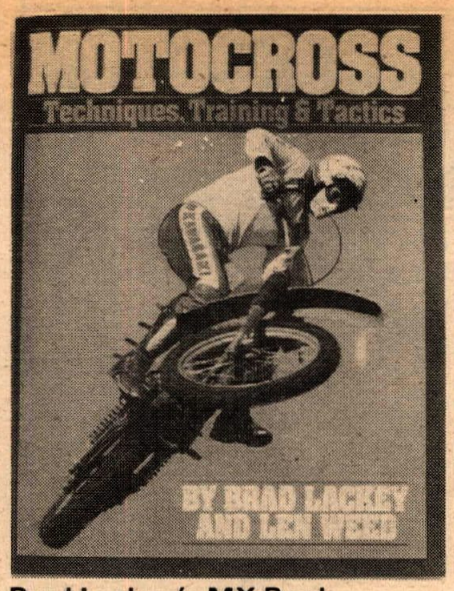

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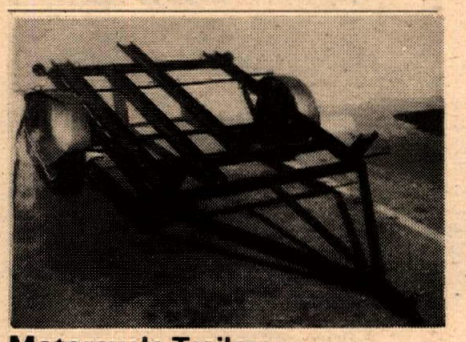

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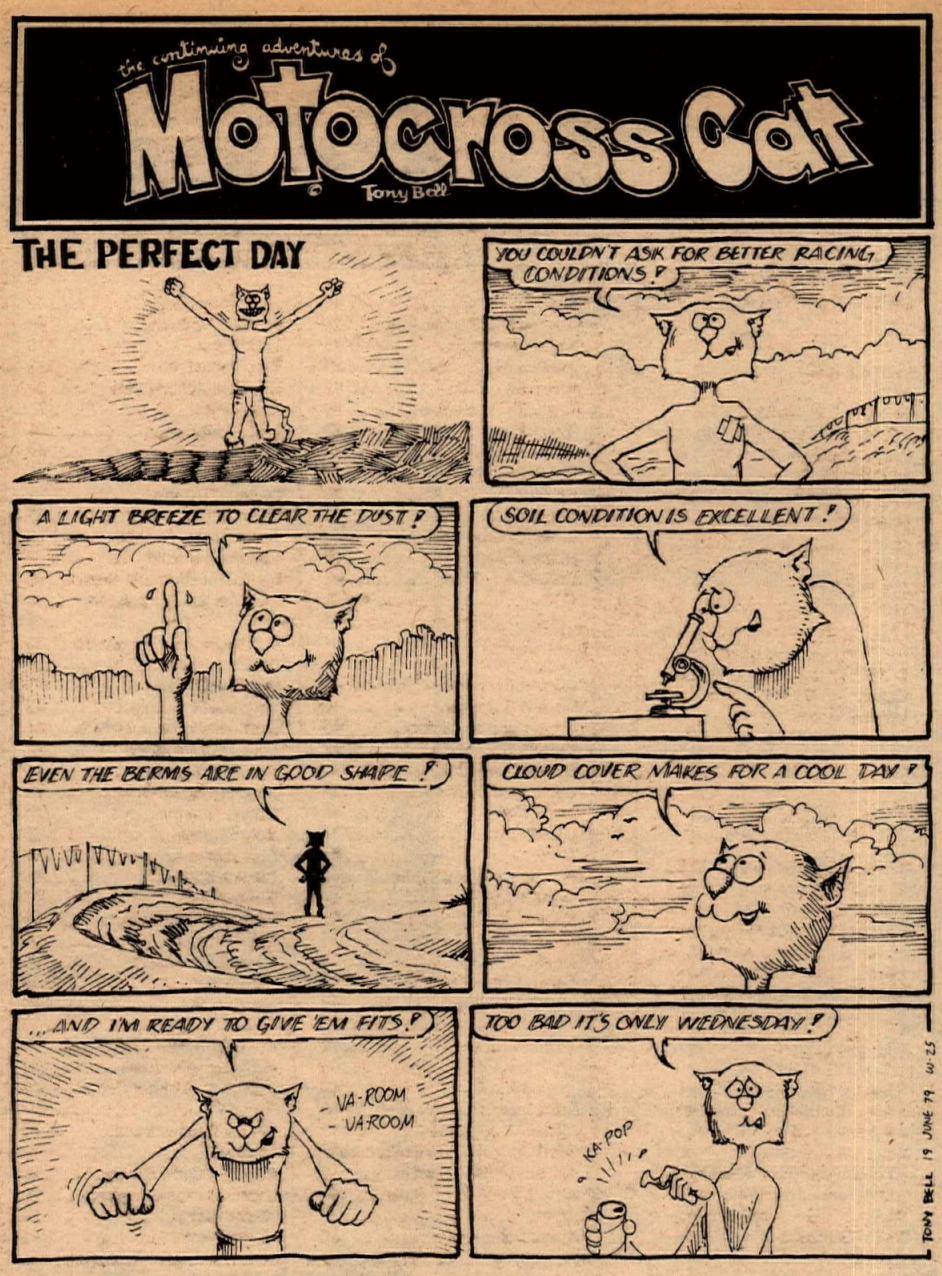

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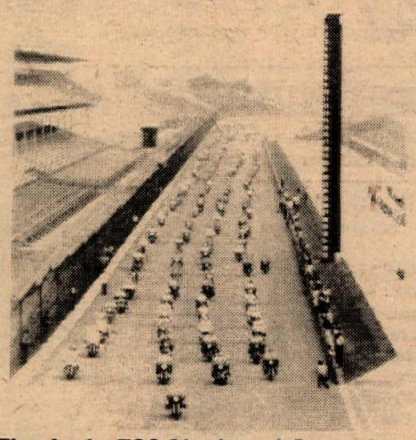

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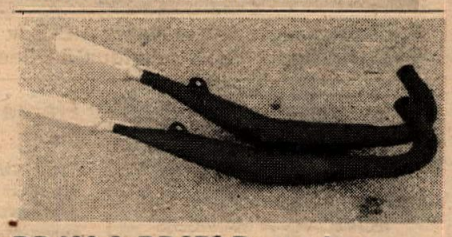

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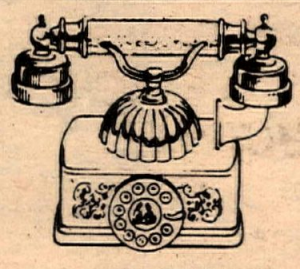
ADVERTISER INDEX

AME 40
Abilene M/C Racing Assoc. ... 34
American Honda ..... 24 & 25
American Raceway 29
Amer. Sports Co. 42
Anaheim Husqvarna 35
Apache Ltd. 27
Al Baker's FMF 29
Bay Area Bultaco 46
Bel Ray 38
Billings M/C 41
British Spares, Ltd. 46
Burbank Yamaha 29
CMMC 41
CRC 40, 41
California Side Car 44
Canoga Park Suzuki 34
Carrera 15
Competition Service Cycles .. 42
Corona Raceway 40
Crotch Rocket Factory 45
Curnutt Shocks 43
Cycle News Prod. 23, 27, 33
Cycle News Sub Info 37
Cycle Rider 46
Cycle Tours 35
DMG 35
Russ Darnell MX School 42
DeAnza Cycle Park 40
District 37 41
Drag Bike 45
Duralube 29
Elsinore Raceway 41
Harley-Davidson 48
Hercules Dist. 29
Hi Point 38, 42
Jim Hunter MC Repair 45
Indian Dunes 40
KTM Imports 43
Kawasaki Motors 17
Klotz Special Formula Prod. .. 42
Bill Krause Sportcycles 35
Kustom Kraft Perf. Spec. 41
LOP 29
Laguna Seca 33
Lakewood Honda 42
Lectron Products 19
Lubri Tech 5
Ken Maely Ent. 43
Midwest Action Cycle 34
Moto-X Fox 29
Motodesign 31
M/C Tire Corp. 44
Nat'l. Hydron 17
Olympic Trophy 31
Othman Dist. 27
Pacific Coast Sportcycles 43
Pasadena Suzuki 46
Paul's Speedometer Service .. 45
Pomona Valley Kawasaki 38
Precision Cycle 41
R.J. Reynolds Tobacco Co. ... 23
SRA 29
Saddleback Park 41
Saddleback Suzuki 43
Saddleback Saturday MX ... 41
Simi Valley Yamaha 17
Stadium Motocross 31
Malcolm Smith M.C. 46
Sports Number 15
Sport Tracks 45
Star Leathers 17
Sunrise Valley 40
Super Seer 43
Suzuki of Van Nuys 35
T & O Yamaha 44
Sammy Tanner Dist. 29
Terrycable ..... 35 & 45
Tournier Co. 46
Toyota 3
Track 'n Travel 38
U.S. Cycle Products 34
U.S. Suzuki Motor Corp. ... 9, 13
WFO 43
Watch Chemical Labs 38
Webco 42
Western Cycle Supply 27
Works Performance Prod. 19
World Class 27
Yamaha Int'l 44



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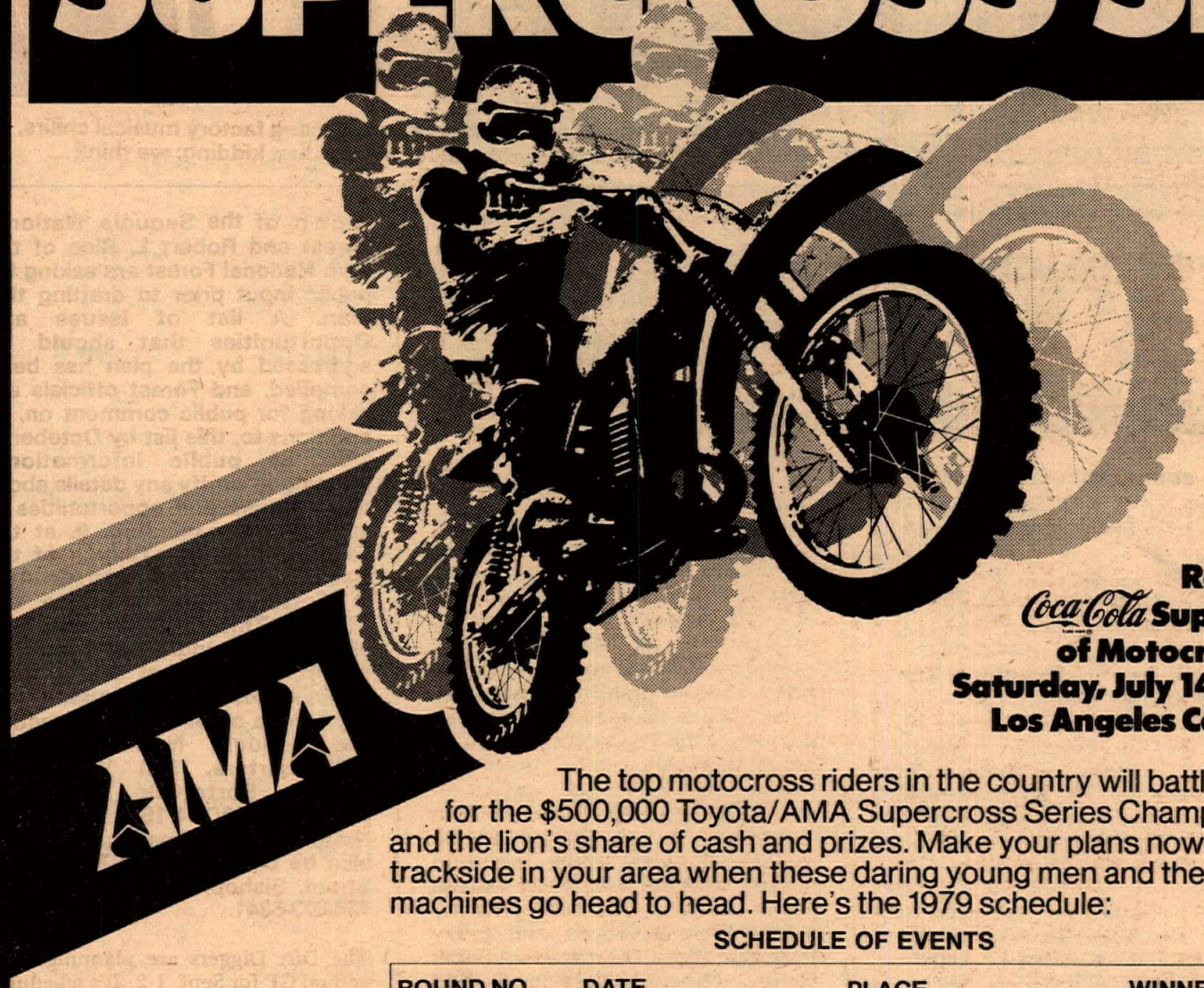

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of Motocross VIII
Saturday, July 14, 8 p.m.
Los Angeles Coliseum

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SCHEDULE OF EVENTS

ROUND NO.	DATE	PLACE	WINNER
1	January 28	Oakland Coliseum	J. Weinert
2 & 3	February 9-10	Seattle Kingdome	M. Bell/B. Hannah
4	March 3	Atlanta Stadium	B. Hannah
5	March 10	Daytona Speedway	J. Weinert
6 & 7	March 16-17	Houston Astrodome	B. Hannah/B. Hannah
8 & 9	April 28-29	Pontiac (Michigan) Silverdome	B. Hannah/B. Hannah
10	June 2	New Orleans Superdome	S. Wise
11	**July 14**	**Los Angeles Coliseum**	
12	November 10	Anaheim (California) Stadium	

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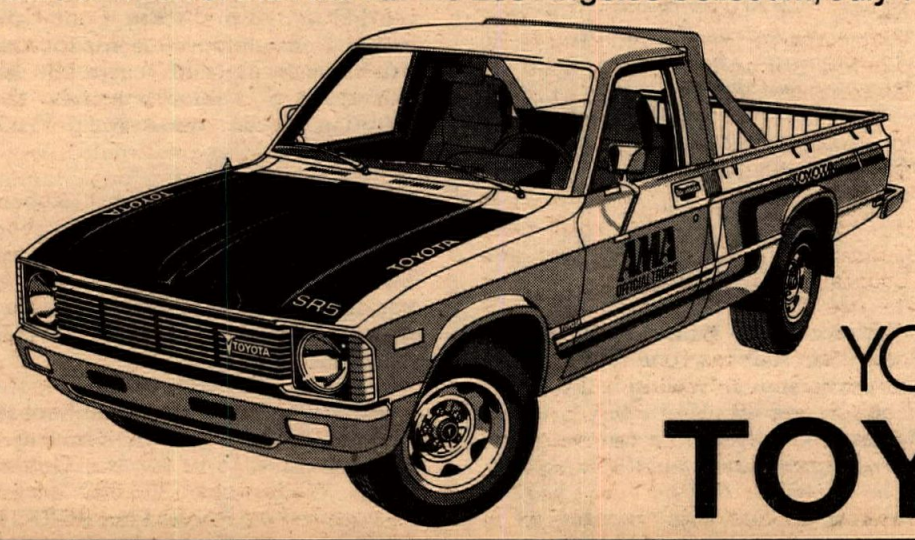

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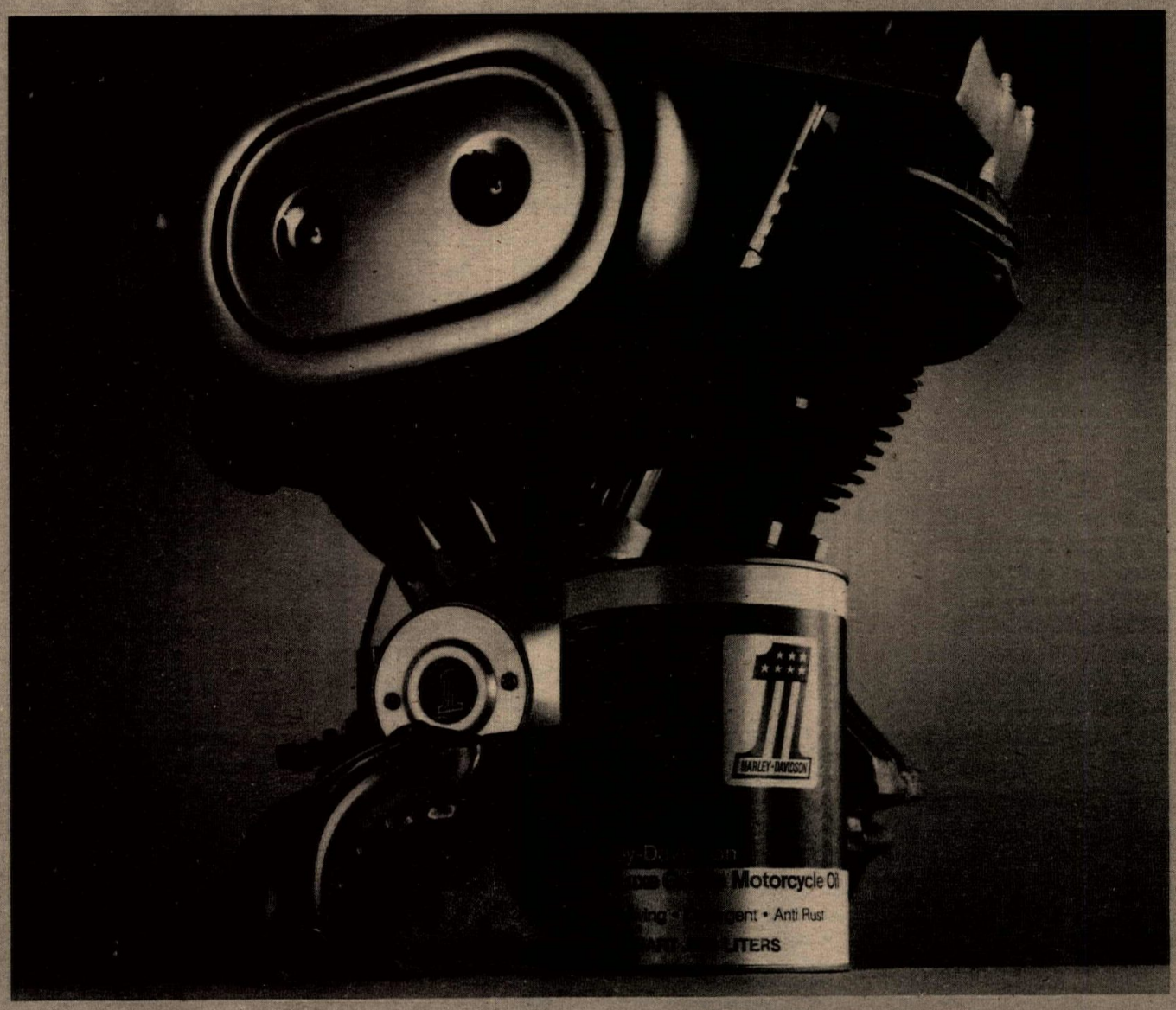

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(404) 934-7850.

Cycle News/West (USPS 141-340) is published weekly except the first and last week of the calendar year for $15 per year by Cycle News, Inc., 2201 Cherry Avenue, Long Beach, CA 90801. Second class postage paid at Long Beach, CA.

POSTMASTER: Send form 3579 to Cycle News, P.O. Box 498, Long Beach, CA 90801.

Subscription rates: One year, second class mail, $15; two years, second class mail, $27; three years, second class mail, $37.50.

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ON THE FRONT PAGE: "Thumbs up" is the international sign for Number One, and Team Yamaha's dynamic duo, Bob Hannah and Keith McCarty, just wrapped up their second title this year. See page 6. Photo by Charles Morey.

INSIDE

MOTOCROSS: Howerton's battle, Hannah's war 6
Bruno, Carlqvist shine in Europe 16
TT: Hurst provides Castle Rock fireworks 10
ROAD RACE: Ferrari storms Holland 500cc RRGP 14
STATISTICS: Breakin' it down by event 18
SPORTS TOURING: Hittin' the road on a CX500 20
SPEEDWAY WEEK: Who is that "Miracleworker?" 22
DESERT HOTLINE: Johnson charges at Chargers' MRAN GP 26
WESTERN HOTLINE: Modern era barnstormin' 28
NORTHERN DATELINE: Laguna Seca's first MX 34
CENTRAL PIPELINE: Mini bikin' and short trackin' 38
CALENDAR: Where'll the next trophy come from? 39
RESULTS: Where'd the last trophy come from? 42
WANT ADS: Biking's biggest shopping center 43

VOICES

Don't count Eddie out

In regards to the article written by Roxy Rockwood concerning the upcoming Sears Point race, I find one section with which I must disagree. He states that Freddie Spencer should be a shoo-in for the 250cc GP race. Apparently, Roxy has been spending too much time back east and hasn't been watching a local rider named Eddie Lawson. Since Eddie has unofficially broken 250cc records at Willow Springs, Ontario and Riverside, not to mention being number one in the AFM 250cc GP series at this time, I think Spencer will have his work cut out for him.

Since I have seen both ride, I think this will be the best race of the day. It's too bad that Eddie doesn't have a 750 to ride, or there very well could be another Winston Pro Series winner.

MIKE STEWART
Palm Springs, CA

Little trials Honda info

I wonder if you could obtain some pictures and do a short article on the 200cc trials Honda that was mentioned on page 14 of the June 27 Cycle News.

DREW RIDER
Parma, ID

Sorry, Drew, but we don't have a lot of info on the bike, which Belgian Eddy Legeune rode to a ninth place finish at the U.S. round of the World Trials Championship. The bike was reported to have a custom frame built by the Legeune brothers, and has a punched-out TL125 motor plus other bits and pieces, some adapted from the XR185 . . .Editor.

Shabby promotions — do something

I think that it's time something is done about shabby promotions such as the third Annual Woodside Pro race held in Sandpoint, ID, on July 1, 1979. For the second year in a row the races were a fiasco. Last year the races had to be started by flag because the gate was broken. This year the riders were subjected to constant delays and schedule changes that saw the first Open class moto not start until late in the afternoon. Many riders drove close to a thousand miles to race only to be subjected to a very amateurish racing program.

The flagmen were irresponsible kids that were nonexistent most of the day.

I don't wish to sound so critical but these are serious problems which must be corrected to assure the return of the Northwest's top Pro riders. The track layout is excellent and in scenic surroundings. It was prepared beautifully by the Brushrats despite adverse weather conditions. It would be a shame if rider and spectator turnouts suffered because word got around that the organization is not up to professional standards. Hopefully, the problems will be corrected in time for the fourth Annual Woodside Pro race.

DOUGLAS HONSAKER
Coeur d'Alene, ID

Thank you, C.E.R.A.

In regards to Mr. Hernandez's letter I would like a chance to express my opinion of the Training Wheels Enduro.

First of all I thought it was a very well thought-out course. It had a few sections that were challenging but nothing terribly hard. It was a well marked coruse at reasonable speeds, maybe even too slow at times. The dust was annoying but I'm sure the club was unable to change the weather. By no stretch of the imagination could you compare this with their Fools Gold course. In the results they apologized for the condition of the course and for the weather. But I for one would like to thank them for putting on a family run as they are the only club I know of to do so in northern California.

I know that C.E.R.A. puts a lot of time and effort into all their runs and they, more than any club I know, make a course that has the C rider taken into consideration.

My sister-in-law and I both rode the course and enjoyed *every* minute of it, even though this was her first time ever riding on trails.

SUSAN & WILLA POOR
Hopland, CA

Fast Facts

Gene Woods

Speedway rider

Name: **Gene Woods.**

Date/place of birth: **March 27, 1958/ Long Beach, CA.**

Height/weight: **5'9"/150 lb.**

Current residence: **Balboa Island, CA.**

Occupation: **Racer.**

Hobbies/relaxation: **Jet Ski.**

Van/car: **Ford van/Corvette.**

Favorite food/drink: **Burritos/V-8 juice.**

First interest in bikes: **1966.**

First bike: **Homebuilt minibike.**

First race: **Short track mini exhibition.**

Outcome of that race: **Won.**

Most recent win: **San Bernardino speedway.**

Size/type of current race bikes: **500cc Speedway Jawas.**

Sponsors: **Western Wheels, Orange County Tax Service, Bell, Bates, MXL, Valvoline, Bel-Ray, Lectron, Uni-Filter, Bassani Mfg.**

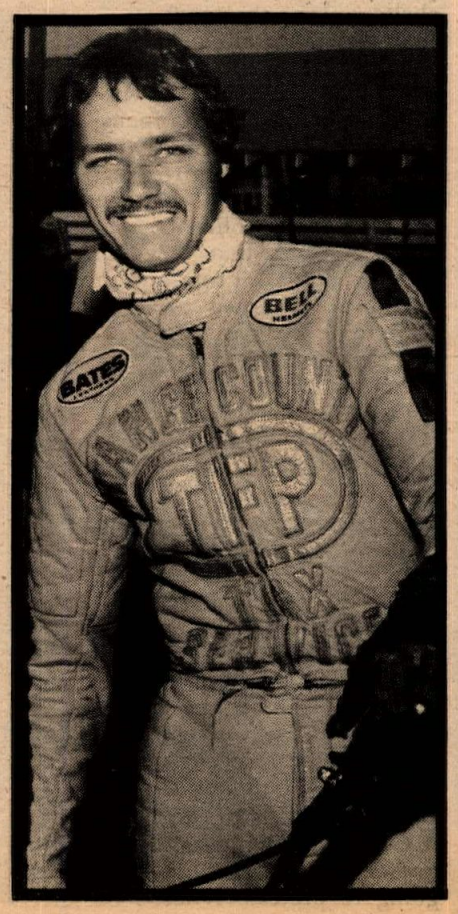
Tuner: **Ed Schaffer, Grant Wooden.**

Biggest gripes about racing: **Political goings-on.**

Most respected rival: **Mike Bast.**

Future racing ambitions: **Drive Indy.**

Reasons for racing: **Fun. Pays good.** ●



Guest Editorial

MX isn't always motocross

If you've been following the news lately, you probably know that President Jimmy Carter has decided that he is all for MX. Of course, it would be nice if he was expressing his interest in the sport we understand — motocross — but unfortunately that isn't so. The "MX" that President Carter is all for is a brand-new 30 billion dollar ICBM missile system, which, when deployed, will be our latest weapon to wipe out the Russians should they ever have the notion to wipe us out.

It's bad enough that the "Cold War," as they call it, has *us* and *them* building nuclear bombs designed to blow the world up in the name of peace. What is worse, when they come down to it, is the choice of locations for missile launching sites. In the case of the newly-approved MX missile, the choice of where it will be deployed happens to be the southwest part of the United States — the desert areas of Arizona, New Mexico, Nevada and Utah, to be exact.

Don't stop reading, the story gets more interesting.

According to those intelligent Pentagon planners, the "beauty" of the new MX ICBM is that it will be completely portable. The top brains haven't really decided yet, but when the MX system is built it will be able to either move around in an underground tunnel 20 miles long or along a special roadway on the desert surface. To keep the Russians guessing, the missiles will either be shifted around in the trenches or parked in any number of hardened shelters along the roadway — sort of like the old shell game. The basic theory here is that by moving the missiles, it would take the Russians (or anybody else who happens not to like us much) 15,000 nuclear warheads to wipe out the entire system of trenches or roadways — a theoretically practical impossiblity. Or so they say. But supposing that they don't have 15,000 bombs to drop, and they don't get all of these new rockets, all we'll have to do is then bust 'em out of the trenches or take 'em out of the parking sheds and zap those Commies back.

Even though it is being planned that the first MX missile will be set up in about 1986, the concerns are more immediate as to where they're going to be. Defense officials are quoted as saying that when all the trenches or roads are laid out with everything else to make up the complete system, it shouldn't take any more than 100 square miles, tops. But since the locations for these missiles are going to be in the desert, the Pentagon has figured that it will use land owned either by the Department of Defense and/or our buddies, the Bureau of Land Management.

Guessing that the odds are stacked anyway (Like what the hell? Whose going to protest? Where's the Sierra Club now? Aren't they going to get riled over a potentially harmful use of public lands?), these missiles are going to be set, let's say, over half DOD and half BLM turf — and that brings to mind a number of less than cheerful thoughts.

Like, what would it be like riding over what you know would be the largest shooting zone in the Universe? Gee, Russian spy satellites will be watching these things, they may think that desert races are actually stampedes of large radioactive jackrabbits. Or, knowing that somebody is watching, all you'd have to do is look up and smile, say hello to your distant cousin on your mother's side living in Leningrad, or flip 'em the finger. On the other hand, it could be a drag to find out that the emergency gas stop in your enduro was vaporized because the Russians thought it was a covert, hostile act of aggression by the U.S. How would you feel, riding through the puckerbushes, knowing that at any minute you could have a box seat for World War III?

Well, a lot of the above is purely hypothetical for now but probably not too improbable as to what could happen to us in the future. Simply put, I don't think that nukes and bikes should share the same desert, much less the same planet. But one can presume that — as crazy as it may be — it will happen anyway. It is hilarious to note that the DOD is, in its consideration to locate missiles in the desert, deciding what environmental impact such a move could make on the land. (If they have any brains, they should guess what will happen to the desert during the next war; it ought to be considerably worse than any bike race imagined.)

You may ask, after all this rambling, what does ICBM missile have to do in the pages of *Cycle News?* Who really cares? Honestly, maybe you shouldn't care at all.

The simple fact of life for the present is that our beloved government will most likely put these missiles in the desert five or six years from now, and they will be just as commonplace as puckerbushes. The fact is that even though a considerable amount of desert will be torn up to dig either 20-mile long trenches or build roadways that lead to nowhere, it won't be anything compared to what will happen if and when they push the button that will start WW III. The clouds raised and the marks made by the worst motorcycle race won't be a drop in the bucket compared to what one thermonuclear warhead can do from a Russian SS-19 ICBM.

With the possibility of such a grievous impact upon our desert, I am truly surprised that the Sierra Club, with all its hikers and flower-lovers, hasn't filed a suit in court already to stop the missiles. But then, maybe all they can really understand hating is motorcycles.

In any event, consider this: As remote and irrelevant as another war may seem for now, it will be a very short one. The only thing is, there probably won't be anybody left afterwards — not even to ride a motorcycle, if there are any of those left, too. ●

Rex Reese

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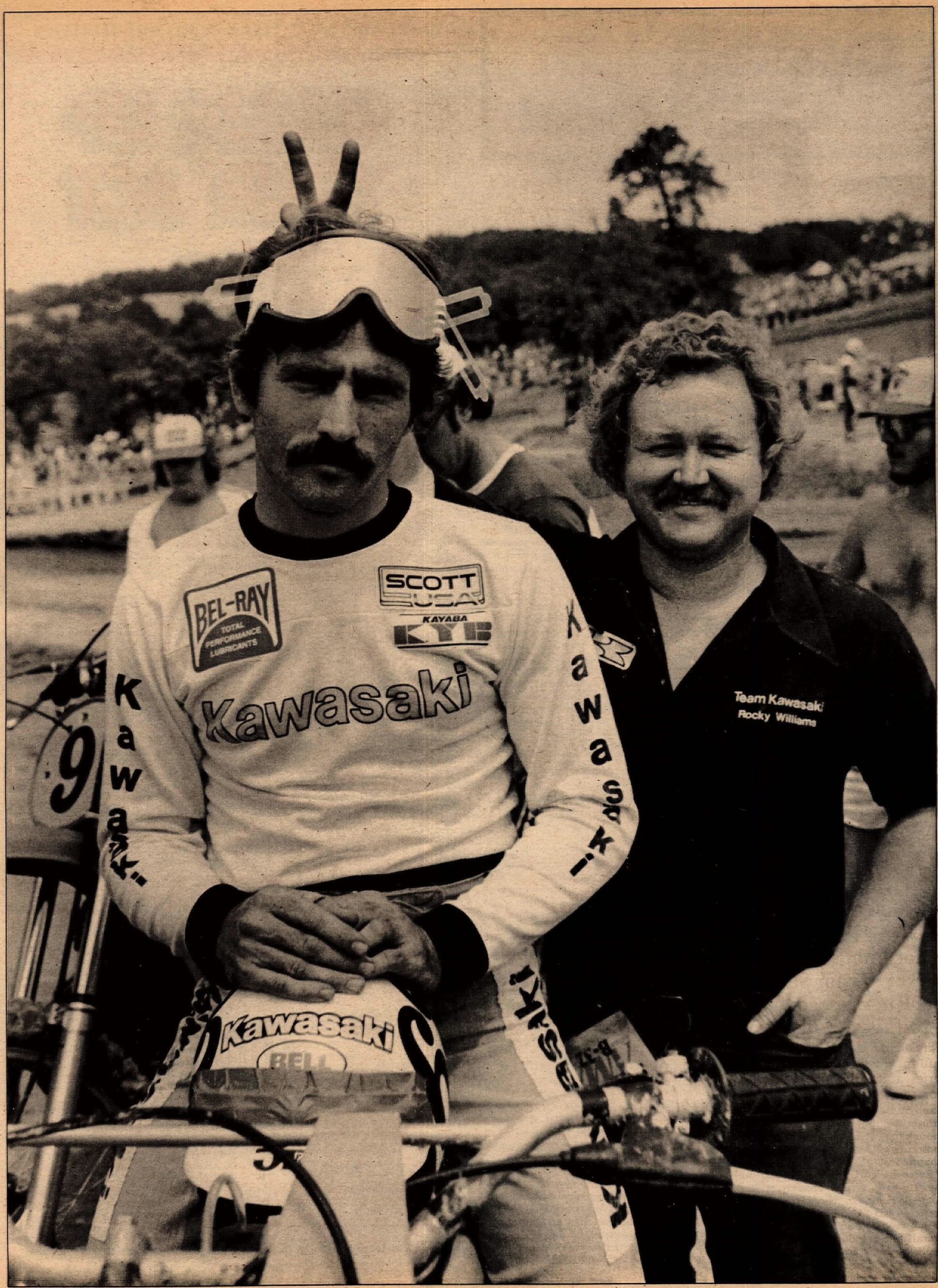
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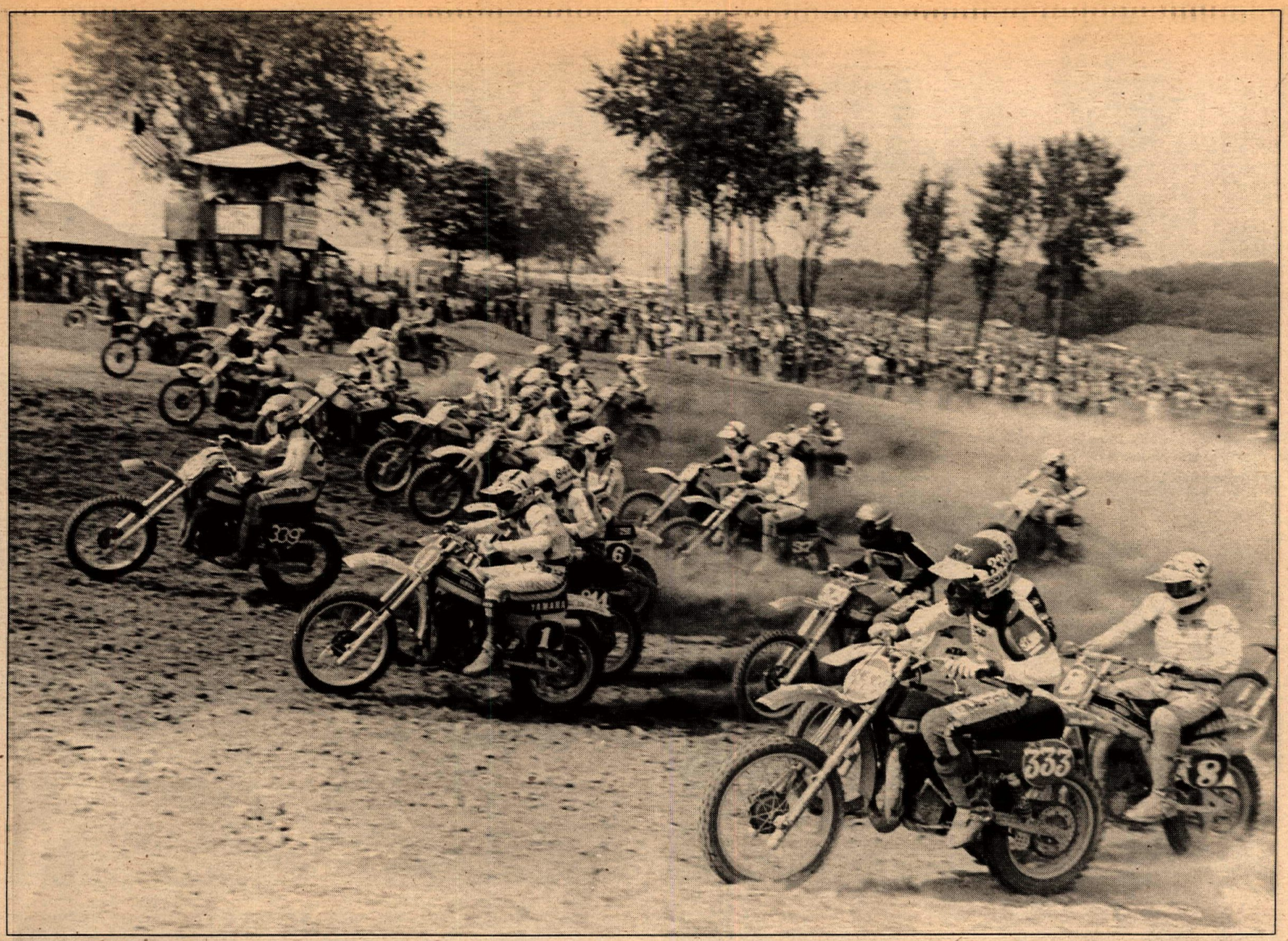


(Left) Gaylon Mosier and Rocky Williams, winning team in the 500cc race. (Above) Larry Wosick (339) and Bob Hannah (1) get the jump on a 250cc class start.

AMA 250/500cc National Championship MX Series: Rounds 10/6

Hannah's title despite Howerton's win; Mosier sweeps 500cc motos

By Jim Gianatsis

MT. MORRIS, PA, JULY 8

Knocking his dislocated knee back into its socket, Team Suzuki's Kent Howerton charged back in the second moto of the Hi-Point Racing Products-sponsored 250cc National MX to whip Yamaha's Bob Hannah and pull off the final race win of the series at High Point Raceway. For the second week in a row, Hannah had to be content with the runnerup spot, which was good enough to put the wrapper on his third consecutive AMA 250cc National MX Championship.

Every inch of the way throughout the 10 race series, Howerton had dogged Hannah, the Greg Arnett prepared RH-250-79 factory Suzuki of Kent's having also nailed down the overall win at Southwick, but..."I really got off to a bad start in the series. At the first race (Hangtown) the bike was new and wasn't set up right. It handled terrible. We got it sorted out for the next race at Saddleback, but then I got a flat front tire there in one moto. The following weekend in Phoenix it was a flat rear tire. I still managed respectable finishes, but not good enough to keep Hannah from pulling out a strong points lead," said the Rhinestone Cowboy.

Team Kawasaki's Gaylon Mosier pulled off his second 500cc National win of the 1979 season with his Rocky Williams tuned Uni-Trak KX-520 SR works bike and in doing so moved closer to the series points leader, Suzuki's Danny LaPorte, who finished seventh overall with a 15-2 day.

250cc National

The opening moto on the hilly Mt. Morris track looked like a possible Hannah runaway as Bob quickly rocketed his OW-40 Yamaha past Carlos Serrano's Maico, and Darren Rhoten's Honda, to take the lead and pull some 25 seconds ahead of the field.

Howerton had gotten off the line in seventh place then pushed his way past Suzuki's Gillman, Moto-X Fox's Wosick, Honda's Wise and the others to claim second after 10 minutes. By then Hannah seemed too distant to catch, but Marty Tripes soon began providing Kent additional incentive to go quicker as he battled Wosick two laps for third and then closed on Kent.

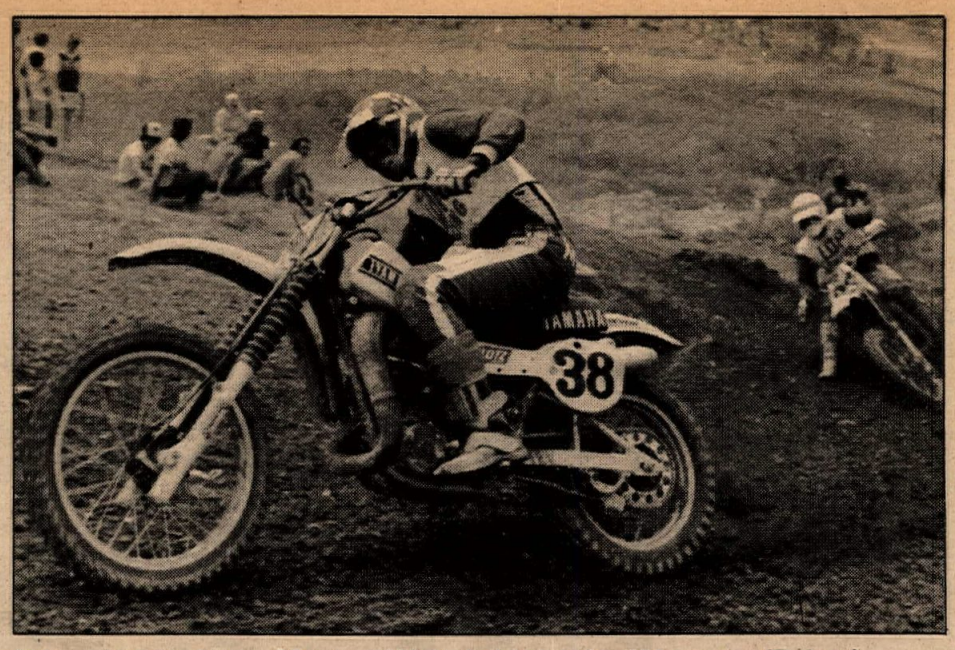
On a downhill off-camber turn, Kent hit his foot in a rut which knocked his knee out of joint. "I made the turn at the bottom of the hill, then on the way back up it I threw myself off the side of the bike to knock the back of my knee and pop it back into place."

By the end of the moto Tripes had pushed Howerton to within 10 seconds of Hannah as the Rhinestone Cowboy just barely managed to hold off the Typhoon by a wheel length at the flag.

Larry Wosick's Mike McAndrews prepared CR Honda was top non-factory machine in fourth ahead of DG's John Savitski, Scott Gillman, KTM's "Boo" Stichter, LOP's Gregson and Pomeroy, and Frank Stacy on another KTM. Steve Wise was forced to drop out of the moto with a groin injury, while Maico's Danny "Magoo" Chandler managed to stay up on two wheels only to have to retire with a twisted knee.

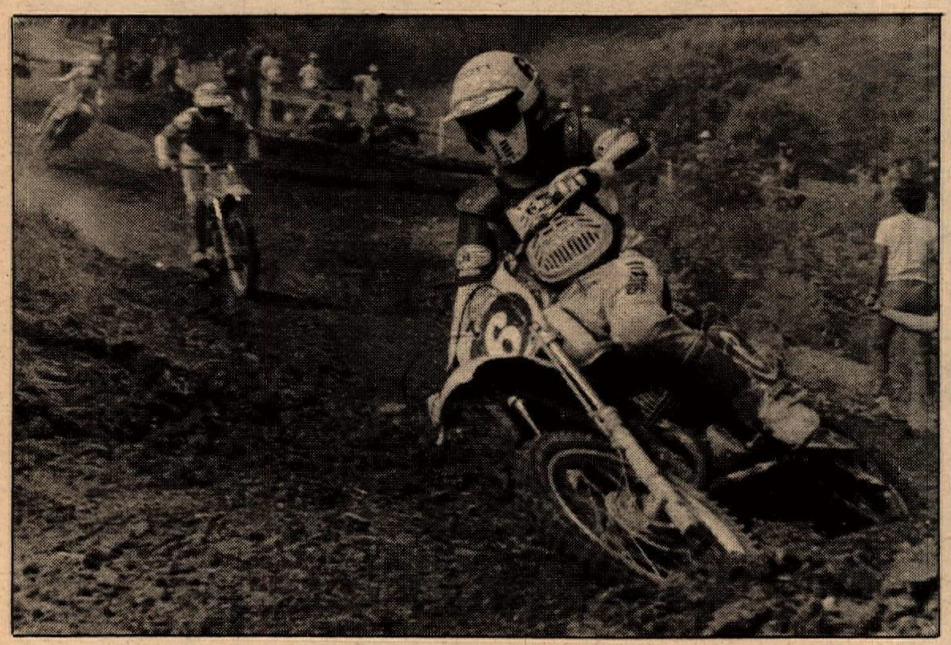
Kawasaki's Jimmy Weinert retired from the moto, saying, "I was feeling dizzy and uncompetitive. I thought it was just better to pull off and not get hurt."

Race number two saw Howerton launching himself off the line with the holeshot as Serrano pulled another good start ahead of Wosick, Hannah, Stichter and Savitski. A surprise move was pulled by 17-year-old Wosick on the second lap as he diced past Serrano and moved up to challenge Howerton for the lead. For nearly a lap Wosick pushed to get by



(Above) Mechanic Dave Osterman and Team Yamaha's Mike Bell scored second in the 500cc race. (Below) Kent Howerton (6) beat the Hurricane (1).

(Above) LOP's Marty Moates (38) took third in the 500cc race. (Below) Darrell Shultz (7) leads 500cc series leader Suzuki teammate Danny LaPorte.



Howerton, but then dropped his bike in the loose marbles caused by plowing the track between motos.

By the 10-minute mark Serrano dropped back to 10th, Hannah was just four seconds off Howerton's rear fender, and there was a four-way battle for fourth going on between Tripes, Stichter, Wosick and Savitski. Stacy, Gregson and Pomeroy played close.

Lap after lap Howerton held off Hannah by no more than 20 feet in the turns and 50 feet on the straights. For Hannah, the Rhinestone Cowboy was so near yet impossible to rope in. This went on for 20 minutes and had the crowd going wild.

Meanwhile, far behind the two speedsters, the action for top privateer was getting pretty heavy. Savitski was accused of centerpunching Wosick in a turn and knocking the bike completely out from beneath him. Wosick quickly remounted and caught back up with Savitski in a few laps. Diving into a tight uphill lefthander by the finish line, Wosick had the lead on the inside line, but backed off slightly to let Savitski edge ahead. Wosick then got back on the gas, oversliding the turn and berming Savitski right into the trackside fencing where "John Boy" lost his chain to DNF the moto. The kid from San Jose wasn't going to let the more experienced riders intimidate him his first year on the circuit.

LOP's Mark Gregson, on Yamaha, would claim top privateer overall in the series with fifth overall behind Hannah, Howerton, Weinert and Tripes. Wosick would end up sixth, despite having missed five of the motos in the 20-moto series, due to the spectator who ran out in front of his bike at Hangtown, injuring them both and leaving Larry unable to ride for the following two weeks. No doubt the Moto-X Fox rider will be the hottest new factory prospect for the 1980 season. Wosick proved himself again in the second moto by claiming fifth behind Stichter, another hot new privateer.

But the Howerton/Hannah freight train was still rolling. After 30-minutes Hannah finally closed the few remaining feet to Howerton's rear fender, but that didn't mean he was going to get past. Howerton was still matching him speed-for-speed and line-for-line. Hannah's only chance was to wait for a mistake — a missed shift or overshot corner on Kent's part, but it never came.

With two laps to go, Hannah came through the signaling area signifying defeat by shaking his head at his mechanic and backing off the throttle. Kent pulled off into the sunset to a secure moto victory which, coupled with his second behind Hannah in the first moto, assured Kent the day's overall win.

500cc National

"They never let up on me," was the way Gaylon Mosier described the pressure put on him by Yamaha's Mike Bell and Rick Burgett after quickly taking the lead of the first 500cc moto away from Bell on the first lap. "It wasn't easy. I'd pull out a slight lead and then Bell would close it back up to just about five seconds. I didn't think my gearbox would stay together, I was using it so hard."

Privateer Greg Theiss ran a strong third for half the moto before being passed by Burgett, then Greg found himself having to battle with LOP teammate Marty Moates, the two of them on 426cc kitted YZ Yamahas.

When Theiss and Moates bumped into each other on an uphill section and lost momentum, Tommy Croft was given the opportunity to take over fourth, but only for a short while. His works Uni-Trak Kawasaki broke with five minutes left to race.

Series leader Danny LaPorte was spit off his Suzuki RN-420 and onto his head on the first lap which left "Dynamite" Danny having to work up from last place to an eventual 15th.

Teammate Darrell Shultz suffered suspension tuning problems and held on to a sixth place finish ahead of Honda's Gary Semics, Yamaha's Rex Staten, Rich Eierstedt on the production factory Can-Am and Maico's Denny Swartz.

Reigning National 500cc Champion Rick Burgett was bumped out as he charged off with the lead off the second moto start, only to find out a lap later the race had to be restarted because of a malfunctioning starting gate.

On the restart Burgett fell and was left in last place as Marty Moates gassed his Laurens Offner tuned LOP bike out front ahead of Mosier, LaPorte, Theiss, Shultz and Kessler.

Three laps came and went as Moates held his lead, but then coming off an uphill jump he landed off his regular line in a mud bog which nearly stopped the bike and let Mosier back into the lead again. And, as before, Gaylon would not be caught as he led the rest of the way to the finish.

The action behind Mosier remained fairly dull for most of the moto until near the end when Moates, LaPorte, Bell and Shultz broke up the freight train they had been running and began trading handlebars.

As the moto played itself out LaPorte was holding second place, though still feeling shaken from his first moto getoff.

Teammate Shultz might have taken third, but a flat tire with just two laps to go dropped Darrell back to seventh behind Bell, Moates, and Steve Stackable on the other LOP Yamaha.

Gassin' Gaylon was pumped over his victory as he was interviewed by Hi-Point's Larry Maiers amid the spraying of victory champagne. "It's going to take a lot of bike and a lot of motor to win this series because it's so competitive. I appreciate Danny not doing so well this week, especially since I was so close to beating him last week in Michigan. But nobody gave me a chance to breathe easy all day!" ●

Results

250cc NATIONAL: 1. Kent Howerton (Suz) 2-1; 2. Bob Hannah (Yam) 1-2); 3. Marty Tripes (Hon) 3-3; 4. Larry Wosick (Hon) 4-5; 5. Boo Stichter (KTM) 7-4; 6. Mark Gregson (Yam) 8-6; 7. Frank Stacy (KTM) 10-7; 8. Ron Sun (Hus) 12-8; 9. Ron Pomeroy (Yam) 9-14; 10. Clark Jones (Hon) 13-13; 11. John Savitski (Yam) 5-*; 12. Scott Gillman (Suz) 6-22; 13. Troy Bradshaw (Yam) 16-12; 14. David Bailey (Bul) 14-15; 15. Steve Wise (Hon) *-9; 16. Mike Loeffler (Hus) 11-19; 17. Tony DiStefano (C-A) *-10; 18. Carlos Serrano (Mai) *-11; 19. Robert Shoup (Suz) 17-18; 20. Mike Twigg (Yam) 19-16.

* Denotes DNF

500cc NATIONAL: 1. Gaylon Mosier (Kaw) 1-1; 2. Mike Bell (Yam) 2-3; 3. Marty Moates (Yam) 4-4; 4. Rex Staten (Yam) 8-5; 5. Darrell Shultz (Suz) 6-7; 6. Greg Theiss (Yam) 5-8; 7. Danny LaPorte (Suz) 15-2; 8. Rick Burgett (Yam) 3-13; 9. Steve Stackable (Yam) 11-6; 10. Gary Semics (Hon) 7-10; 11. Arlo Englund (Yam) 12-12; 12. Michael Kessler (Yam) *-9; 13. Goat Breker (Hus) 16-14; 14. Denny Swartz (Mai) 10-20; 15. Rich Eierstedt (C-A) 9-23; 16. Parry Klassen (Mai) *-11; 17. Pierce Law (Suz) 17-16; 18. Tony Summey 13-*; 19. John Day (Yam) 14-*; 20. Martin Potoczny (Suz) 24-15.

AMA 250cc NATIONAL CHAMPIONSHIP MX SERIES POINT STANDINGS (FINAL): 1. Bob Hannah (454); 2. Kent Howerton (408); 3. Marty Tripes (315); 4. Jimmy Weinert (253); 5. Mark Gregson (226); 6. Larry Wosick (208); 7. Mike Guerra (205); 8. John Savitski (190); 9. Steve Wise (188); 10. Ron Sun (148); 11. Clark Jones (123); 12. Boo Stichter (111); 13. Carlos Serrano (109); 14. Mike Loeffler (106); 15. (TIE) Scott Gillman/Ron Pomeroy (105); 17. Mark Robillard (96); 18. Jeff Jennings (94); 19. Darren Rhoten (90); 20. Steve Rhyan (86).

AMA 500cc NATIONAL CHAMPIONSHIP MX SERIES POINT STANDINGS: 1. Danny LaPorte (244); 2. Mike Bell (222); 3. Gaylon Mosier (213); 4. Darrell Shultz (198); 5. Rex Staten (170); 6. Gary Semics (165); 7. Rick Burgett (147); 8. (TIE) Arlo Englund/Marty Smith (113); 10. Mickey Kessler (97); 11. Denny Swartz (96); 12. Goat Breker (85); 13. Greg Theiss (74); 14. Tommy Croft (71); 15. Parry Klassen (67); 16. Marty Moates (60); 17. Rich Eierstedt (56); 18. Ken Adams (45); 19. Monte Anderson (44); 20. Steve Stackable (32).

"Dynamite" Danny blows 'em away at Red Bud.

Danny LaPorte demolished the competition with his smooth and speedy Suzuki motocrosser at Red Bud Track 'N' Trail.

His consistent performance netted him the win...and more points toward taking the 500cc National Championship.

Nice job, Danny...keep up the good work!

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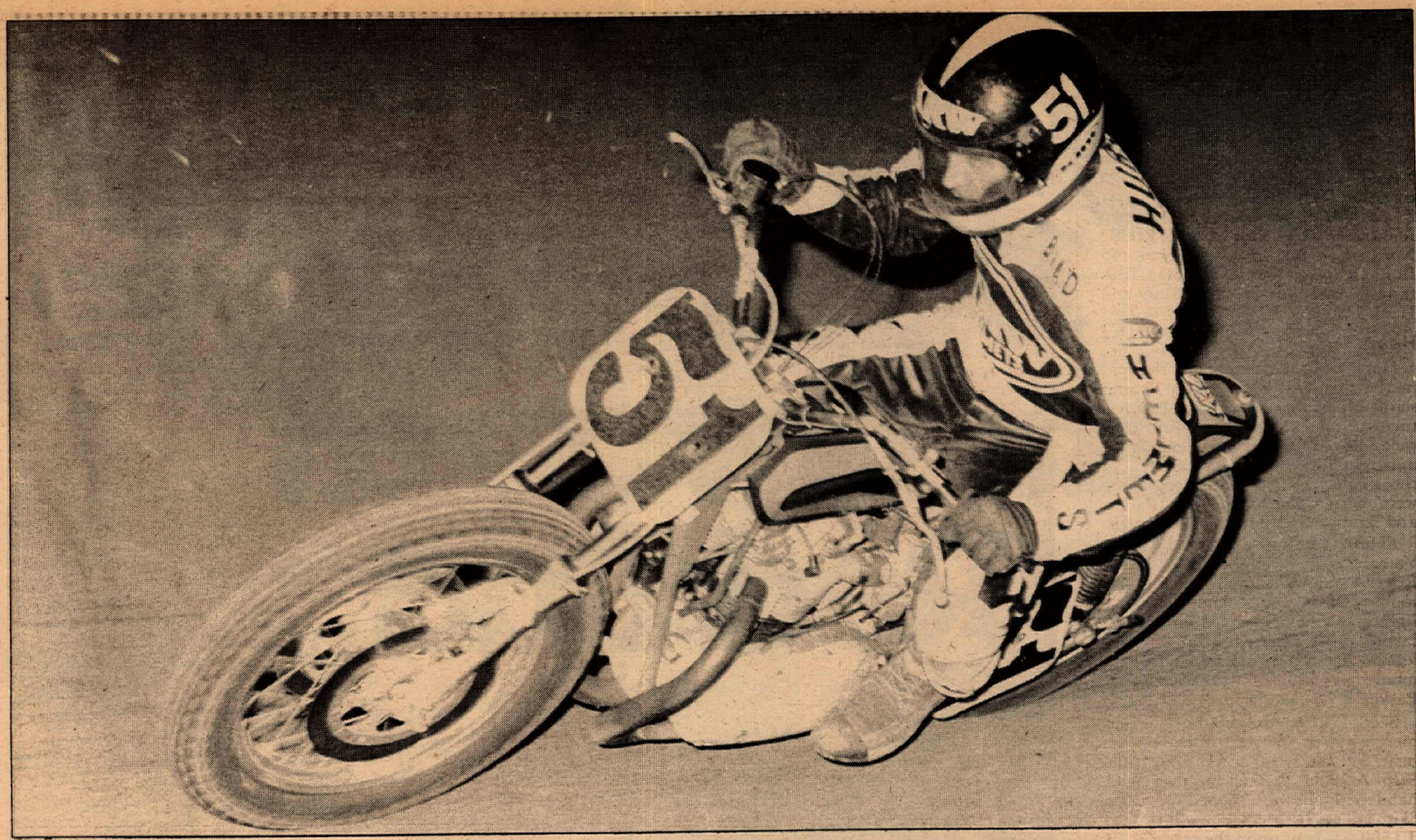


(Above) By far the fastest at Castle Rock, Brad Hurst earned his first Grand National win. (Below) Steve Eklund leads Scott Parker and Randy Skiver.

AMA Grand National Championship/Winston Pro Series — Round 14

Hurst terrorizes Castle Rock TT

By Dale Brown
Photos by Action Oz and Brown

CASTLE ROCK, WA, JULY 7

Brad Hurst slid down in the second turn of the second lap, but then turned up the wick on his Messler Performance Triumph to go from dead last to runaway leader in the 25-lap Castle Rock TT National. It was an amazing performance and it netted the Oregon TT specialist his first AMA Grand National Championship/Winstown Pro Series win.

Placing second in the race, Steve Eklund kept his series point lead intact (141-123 over Randy Goss) and will pocket the $8,000 first place prize as Winston pays off $25,000 in mid-season awards to the top 10 riders. Goss finished fourth at Castle Rock to pick up the $4,000 second prize.

Jay Springsteen, who had been within a scant few points of Goss going into the event, had a disastrous night. He was caught in a multi-rider pile-up at the start of his heat, and though he only sustained some pulled shoulder muscles, his factory Harley-Davidson was completely demolished.

Third in the event, which was promoted by the Mt. St. Helen's M.C. and held at the Cowlitz County Fairgrounds, was Washington's Mickey Fay, who elected to ride a Triumph.

A light drizzle delayed time trials, and a few drops after the end of the second semi led to a quick flopping of the schedule (National first, then the trophy race), but Castle Rock came out on the dry side of the unpredictable Pacific Northwest weather for the 15th straight time.

Time trials

Normally, one of the keys to getting a fast qualifying time at Castle Rock is to be one of the first out on the track. But Hurst figured the light rain had changed that, and so he was one of the last to take a timed lap. He apparently figured right, and came up with fast time, a 23.52-second clocking on the jumpless course. Hurst was riding a very strong-sounding Triumph, owned

and tuned by Messler Performance and featuring a Canadian-made Panther frame with a triangulated swingarm. Sponsorship was provided by KRW, Lectron, Torco and Bradley's.

Rookie — but a Castle Rock veteran — John Wincewicz put a Honda XR500 single through its paces to come up with second-fastest time, at 23.83. Pole positions in the two remaining heats also went to Pacific Northwest riders, Bernie Larson and Don Dodge. Mickey Fay was fifth fastest, ahead of Scott Pearson and Hank Scott.

Heats

Hurst took the holeshot and the lead in the first heat as Fay and Eklund slashed their way through the first few turns to take second and third. The race was red-flagged a few laps later, apparently due to a minor crash. On the single file restart, the top three went at it again with Scott Parker and Randy Skiver battling over fourth.

Eklund, riding a Zanotti-Castrol Yamaha twin, caught up to Fay's Roger Stanley Triumph and the pair fought hard over second, with the fight finally being decided in Eklund's favor. Hurst finished with a strong lead, while Skiver recovered from a momentary bobble to take fourth over Parker.

Scott Pearson caught the 11 other men asleep at the start of the second heat, but the red flag went out when Skip Aksland crashed in the right-hander. "Someone T-boned me," said Skip later. His Mert Lawwill-framed TT500 was bent up in the crash, so he was out for the night. A further delay in the program occurred when the ambulance had to pick up its only passenger of the night, a spectator reportedly injured in a fight.

Pearson was visibly upset — and at first refused to go — when he was sent to the penalty line on the restart; he maintained his front wheel never crossed the line. On the restart it was Wincewicz and Goss jumping out in front of the pack. Wincewicz led the first lap, Goss the second, and Wincewicz every lap thereafter, finishing with a healthy lead on his Messler Performance Honda single. Goss remained in second, and Pearson (H-D West H-D) made his way through the pack to take third. Lars Trulson finished fourth.

The third heat barely got underway before chaos broke loose. "Someone in front of us missed a shift," said Springsteen afterward. Bikes and bodies flew everywhere in the tight first turn. All the riders walked away from the incident, but only seven of the original 12 riders made the restart. Springsteen's bike was horribly bent. Corky Keener, Mike Minnig, Brian Peterson, Jeff Fischer and Jeffery Campbell were also eliminated from the program in the crash.

Gary Scott led Steve Morehead and Bernie Larson on the restart, but seemingly eliminated himself from any chance at a transfer by going down in the second turn of the second lap and finding himself half a lap behind the rest of the pack when he got going again.

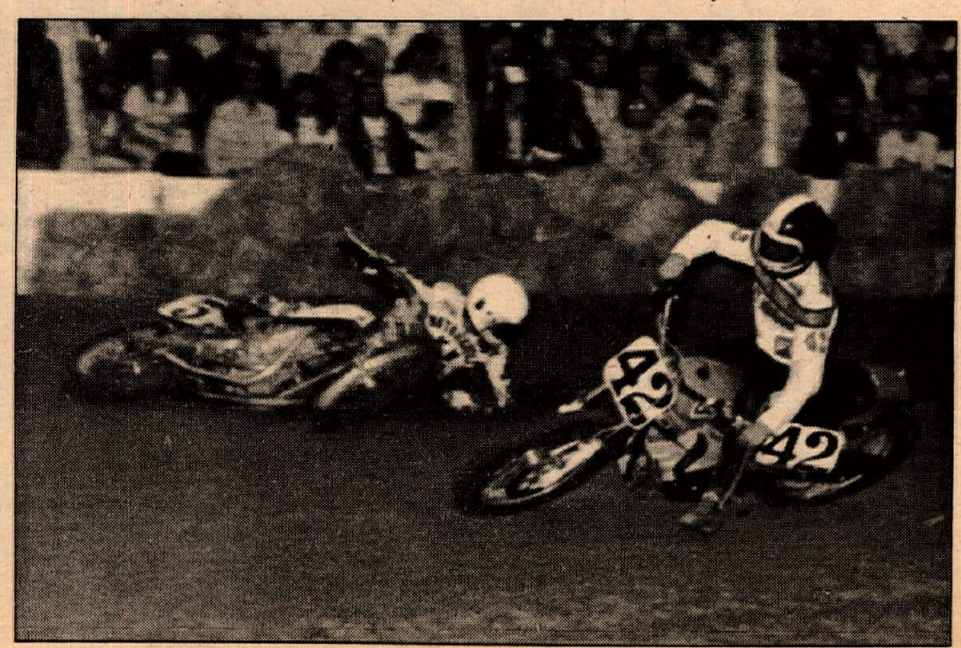
Hank Scott moved up behind Morehead, and then took over the lead on the fourth lap. Hank led for another lap, but his Triumph coasted to a stop on the following circuit and Morehead was home free on his factory Harley. Don Smith (Lou Kinish/Cycle Country Tri) and Frank Word (S.O.S. Electric/Jerry Mathe Racing Products Yam) had second and third seemingly sewed up. However, Gary Scott was busy erasing the distance the pack had on him and with three laps to go, he was fourth. On the next lap he was third, on the last lap he passed Smith for second. Fans were so impressed that they gave $50 to AMA's Bill Boyce to present to Scott.

The final heat saw Rick Hocking put his Knight Fabrication Honda into the lead over Don Dodge and Mike Kidd. Dodge (Loren Dodge Tri) passed Hocking on the second lap and held the lead for a few more as Donald Brown moved his Honda up to make a tight three-way battle for the lead, pushing Hocking back to third. With three laps to go, the order suddenly changed and Brown led Hocking and Dodge to the flag, in that order. Randy Scott and Gary Davis finished 4-5.

Junior Invitational

The 500cc singles proved to be the ticket against the restricted 750's on Castle Rock's tight course. Thomas McCullough (Yam) jumped into the early lead, with Ray Dugan (Hon) and Jeff Haney (Hon) in his wake. Haney

(Above) Winner Hurst celebrates with Miss Winston Pro Series, Lynn Griffis. (Below) Gary Scott recovered from this crash to place second.



worked his way to second before a temporary failure in the track's lighting system brought out the red flag. McCullough led for a couple of laps after the restart, but Haney's factory XR500 found its way into the lead and stayed there. Northern California's Robert Ryan (Tri) and Texas' Don Shobert (Yam) worked their way around McCullough to finish 2-3.

Semis

The nation's leading rookie, Scott Parker, jumped into the lead of the first semi ahead of Lars Trulson and Randy Skiver. Parker stayed in front for three laps, but former Castle Rock National winner Skiver — who said there's no truth to reports that he'll retire soon — found his way into the lead on the fourth lap. Parker kept his Klotz/Wiseco Harley right up against the rear tire of Skiver's Vavor & Olson/Fox's Drywall Triumph all the way up to the final two corners, where he bobbled and let the pressure off, allowing Skiver to take the single transfer to the National. Trulson finished third.

Gary Davis, Randy Scott and Mike Kidd ran 1-2-3 in the opening laps of the second semi. Dodge then passed Davis and held on to gain the final ticket to the National.

Trophy race

Scott Parker had a dream-come-partially-true: to put things together in the final race of the evening and win. However, with the rain-flopped program, the final race of the evening was the trophy race instead of the National. Nonetheless, he jumped into the lead and held off the challenges of Gary Davis (PME/Pepsi-Cola of Eugene Tri), though Davis got around him briefly. Davis took a close second and Lars Trulson finished third.

National

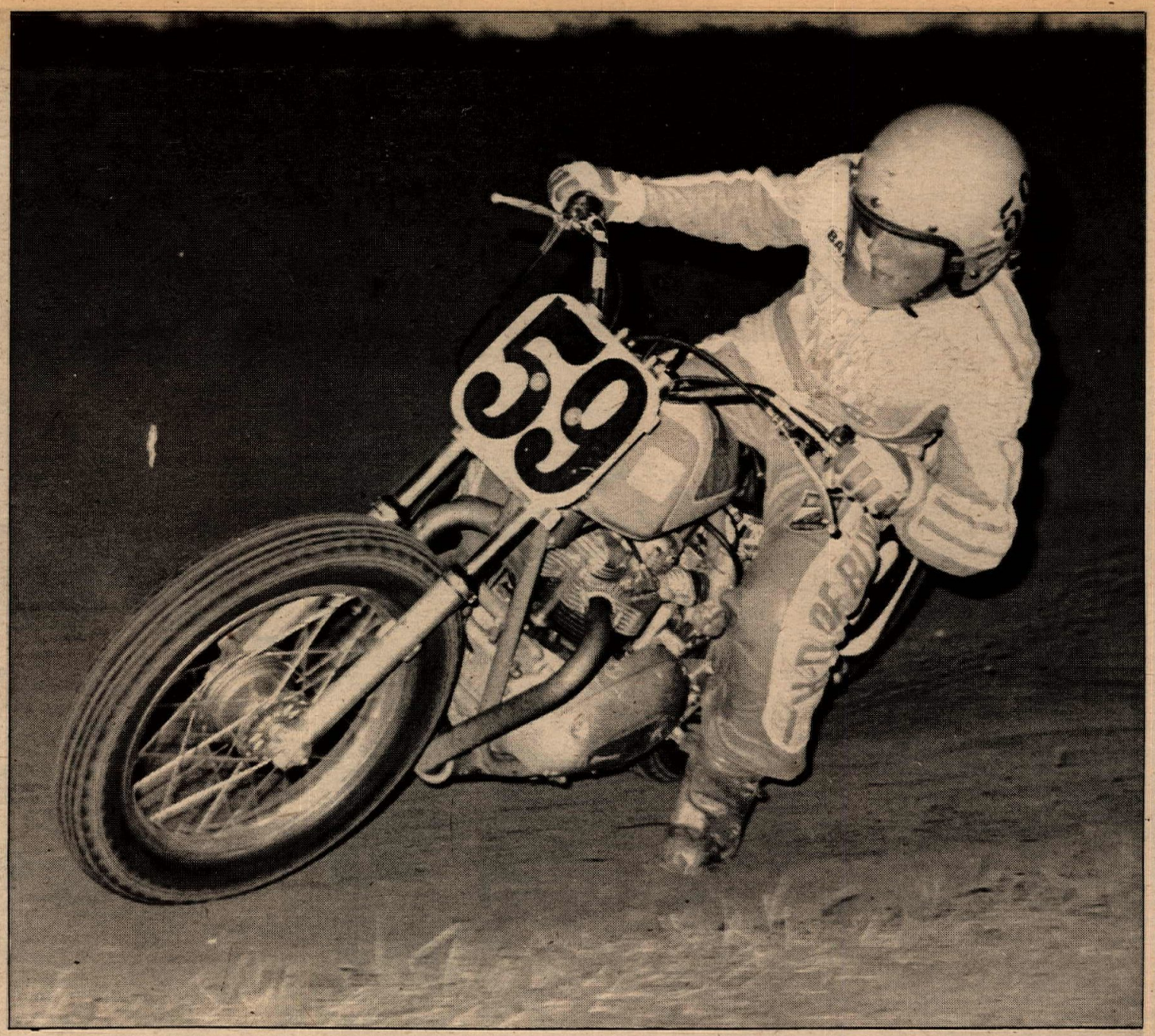
The first attempt at a National start was red-flagged after Steve Morehead wheelied off the line and tangled with Brad Hurst. After another red-flagged attempt, the race got underway. Morehead jumped into the lead with Rick Hocking, Donald Brown and Gary Scott leading the pursuit. On the second lap, Hurst tangled with Brown and fell, but he had his clutch lever pulled in before he hit and was quickly underway, albeit last.

Hocking jumped past Morehead to assume the lead, while Mickey Fay made his appearance in the top three. On the following lap, Morehead was sandwiched by Fay in front of him and Steve Eklund pressuring from behind.

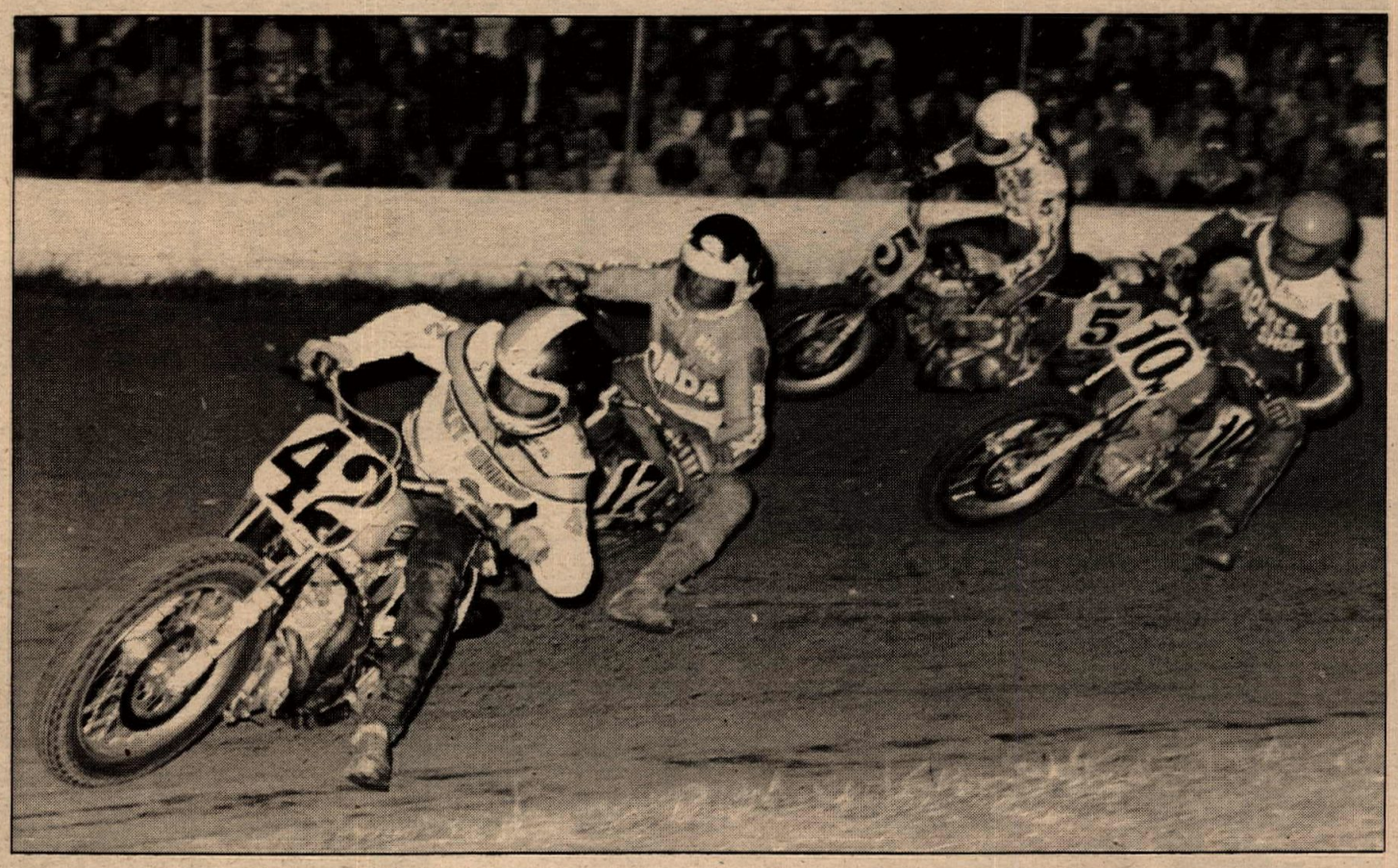
Eklund was quickly by Morehead and soon after that, past Fay as well, passing him and Hocking on the same lap to take the point position. On the same lap that Eklund took over the lead, Hurst was up to sixth. Two laps later, he was fifth, with only Randy Goss, Hocking and Fay separating him and Eklund. In another two laps, he was third, and a lap later, second.

Eklund had built up a pretty good lead over Fay, but Hurst whittled it to nothing within three laps. Going into the same turn where he'd fallen, he stuffed it under Eklund and started pulling away. Eklund, seeing the $8,000 in point money and still bothered by a right hand injured before Middletown, decided not to try and berserk it to catch Hurst. So Hurst won going away while Eklund finished second with a healthy lead over Fay.

Goss, who had passed Hocking midway through the race, finished fourth. Gary Scott took sixth behind Hocking, and in front of Morehead, Randy Scott, Skiver, John Wincewicz and Don Smith. Scott Pearson was scored 12th after dropping out because his shift lever had been knocked off with the engine in third gear and the subsequent over-revving.



(Above) Mickey Fay elected to go with a Triumph and finished third. (Below) The start of the National finds Steve Morehead in front with Rick Hocking (17), Donald Brown (10W) and Gary Scott in pursuit.



Don Doge and Donald Brown rounded out the National finishing order.

One spectator summed it up. "You can quote me on this," said Corky Keener about Hurst's performance, "that was the best ride I've seen in my career."

After the race, John Wincewicz protested Gary Scott on the grounds that Scott went off the track and then returned in a different place. Scott said that he'd gone off the track only a couple of feet while trying to avoid a downed rider in the crowded early laps. Referee Walt Masterson said he would have disqualified Scott — with Gary sure to appeal — but it was all settled when Wincewicz dropped the protest after a lengthy discussion among all the parties. ●

Results

25-LAP NATIONAL: 1. Brad Hurst (Tri); 2. Steve Eklund (Yam); 3. Mickey Fay (Tri); 4. Randy Goss (H-D); 5. Rick Hocking (Hon); 6. Gary Scott (Tri); 7. Steve Morehead (H-D); 8. Randy Scott (Tri); 9. Randy Skiver (Tri); 10. John Wincewicz (Hon); 11. Don Smith (Tri); 12. Scott Pearson (H-D); 13. Don Dodge (Tri); 14. Donald Brown (Hon).

12-LAP TROPHY RACE: 1. Scott Parker (H-D); 2. Gary Davis (Tri); 3. Lars Trulson (Tri); 4. Frank Word (Tri); 5. Sonny Burres (Tri); 6. Mike Kidd (H-D); 7. Mike Inderbitzen (Yam); 8. Steve Toftdahl (Tri); 9. Dennis Fromm (Tri); 10. Todd Tracy (Tri).

12-LAP JR INVITATIONAL: 1. Jeff Haney (Hon); 2. Robert Ryan (Yam); 3. Don Shobert (Yam); 4. Thomas McCullough (Yam); 5. Brian Johnston (Tri); 6. Jeff McDaniel (Tri); 7. Keith Day (Yam); 8. Richard Hayman (Tri); 9. Ray Dugan (Hon); 10. Terry Weigand (Yam); 11. Rocky Robinson (Tri).

AMA GRAND NATIONAL CHAMPIONSHIP/ WINSTON PRO SERIES POINT STANDINGS: 1. Steve Eklund (141); 2. Randy Goss (123); 3. Jay Springsteen (107); 4. Gary Scott (83); 5. Garth Brow (66); 6. Mike Kidd (63); 7. Rick Hocking (58); 8. Corky Keener (55); 9. Ricky Graham (54); 10. Hank Scott (49); 11. (TIE) Ted Boody/Scott Pearson/Steve Morehead (47); 14. Skip Aksland (42); 15. Scott Parker (34); 16. Mickey Fay (33); 17. Dale Singleton (31); 18. Brad Hurst (28); 19. Terry Poovey (22); 20. Billy Schaeffer (21).

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SUZUKI

Kenny Roberts may be smiling in this photo, but he wasn't on the track. Monoshock problems dropped him to eighth while Ferrari won. (File photo)

World Championship Road Race Series: Round seven

Roberts loses points lead to Dutch GP victor Ferrari

By Chris Carter

ASSEN, HOLLAND, JUNE 23

Kenny Roberts lost his 500cc World Championship points lead at the Dutch TT at Assen when the Yamaha mounted star slumped to eighth place in a race dominated by Britain's Barry Sheene and the young Italian Virginio Ferrari on their Suzukis.

It was Ferrari, who held a slender one 10th of a second advantage at the end of the exciting 16-lap battle, but Sheene made sure that he knew he had been in a race!

With Roberts in serious trouble with the handling on his Yamaha after the monoshock unit failed, it was left to the Suzuki brigade, led by Sheene, Ferrari and Dutch heroes Wil Hartog and Boet van Dulmen to get a record breaking pace.

It was the white leathered figure of Hartog who took control from the start, with Sheene tucked in behind him, and Ferrari, van Dulmen and Roberts trailing behind.

Sheene was the first to break Roberts' existing lap record, as he closed the gap on Hartog. He lapped at 2m 55.7s, but two laps later, Ferrari went quicker still as he moved from third place to first, slicing a fifth of a second off the record.

Back came Sheene on lap six with a 2m 55.1s lap that took him to within a second of Ferrari, but the Italian had something in reserve.

Virginio galloped round the 4.9-mile van Drenthe circuit in a staggering 2m 54.5s, close on three seconds better than the previous record.

But impressive though this was, it still wasn't good enough to shake off Sheene. Riding at his very best, Barry nibbled away at Ferrari's one time five-second lead to take command a lap from home.

"I knew early on that the Suzuki factory would be unappreciative if I beat Ferrari home in view of the current championship positions. So I decided to pass him, if I could, and then slow down at the last chicane to let him win," explained Barry after the race.

But the former 500cc champion had no chance to put his scheme into operation. Ferrari's forceful attempt to regain the lead convinced Sheene that he was prepared to make every sacrifice for victory, and the British ace moved wide to avoid a possible incident.

Even so the gap at the flag was only one tenth of a second, and another lap might well have seen a different result.

Third home was Hartog, who dropped back from number one spot to fourth, mainly as a result of serious handling and brake problems. But he wasn't the only Suzuki factory rider to be unhappy with the way their bikes behaved.

"It was a good race," said Ferrari, "But I had the same problems as I had in practice, in Yugoslavia last week and Spain. The bike chops badly on corners, but why we are not sure. I think it was 50 percent tires, 50 percent suspension," said the very cheerful Italian afterwards.

For three laps, Boet van Dulmen on his Suzuki held third spot, but Hartog found his second wind, and six laps from home overtook his fellow countryman.

Boet was impressive as ever, but this time his luck did not desert him, and he ran the full distance to finish fourth, well clear of another fine ride from Swiss Philippe Coulon (Suzuki) showing the sort of form he had before his big crash in Sweden two years ago.

A third Dutchman, Jack Middelburg, looked set for fifth place till mechanical gremlins struck, and he was passed by first Coulon, and then Franco Uncini in the last three laps.

But Roberts was so far behind that he could not take advantage of Middelburg's misfortune. Kenny had shattered the lap, in practice to go on pole position. The bike was in perfect condition then, but as soon as the race began the handling was so bad that he slumped down field at an alarming rate, and looked set at one stage to drop out of the points altogether.

In fact Christian Sarron on another works Yamaha actually passed him on the eleventh lap, to make him ninth, but then someone got the message, and the Frenchman eased off to let the World Champion go ahead.

Sarron finished ninth, chased home by Steve Parrish looking more aggressive and sharper than he has done all season on the GP trail, on the other Suzuki GB machine.

Records fell in every other solo class, too, but it was the sidecar event that gave Britain still more prestige. A round of the B2A (conventional) sidecar championship race was won by reigning world champion Rolf Biland (Yamaha).

But behind him came West German Rolf Steinhausen (Yamaha) chased home by Jock Taylor (Fowler Yamaha) and Dick Greasley (Chell Yamaha).

Early pace maker Werner Schwarzel blew up his Yamaha at the end of the third lap, leaving Steinhausen a brief moment of glory till Biland, after a slow start hurtled past, and pulled away.

For a while it looked as though Taylor, passengered once again by little Jamie Neil, might catch Steinhausen. But once the German saw the signal that the gap was down to six seconds he turned the wick, and opened an 11-second advantage.

Greasley and passenger John Parkins (Yamaha) made a very poor start, and by the end of the second lap were still down in seventh spot. By hurrying on like an express train, "Greasy Dick" had moved to fourth place, and had Taylor in his sights by the chequered flag.

Derek Jones, with Brian Ayres in the Yamaha chair, grabbed 12th place following a slow start, but poor Mick Boddice, chaired by Charlie Birks lost his chance of a good result after someone had switched the plug leads over, unknown to him, in the paddock before the race.

If Kawasaki thought that the 250cc championship was a foregone conclusion this season, they were proved wrong for the second week in succession.

Italian Graziano Rossi (Morbidelli) blew off the opposition leaving Gregg Hansford and Kork Ballington fighting their own duel for second spot, ten seconds or more behind.

Rossi and his machine were superb. He took the lead from the Kawasaki pair on the first lap, and never looked like being beaten. His win hoists him to third place in the table, and the way he and the bike are going Kawasaki cannot be certain of retaining that title.

Hansford nipped ahead of Ballington on the last lap to take second spot, with Kork in his slipstream. Fourth was Anton Mang, on yet another Kawasaki, and fifth place went to still another Green Meanie, ridden by Jean Francois Balde.

Close behind Balde was Patrick Fernandez (Yamaha) who took to the grass at the chicane, in sight of the finishing line after a race-long-battle. He stayed on board to finish sixth.

Fernandez was even more impressive in the earlier 350cc race. Race leader Kork Ballington was forced to stop on the opening lap, when his Kawasaki engine seized, Patrick was then down in eighth place. By the end of the fifth lap, though, he had climbed to third and was putting the pressure on second place man Anton Mang (Kawasaki).

Fernandez took Mang on the tenth lap, but there was no way he could catch Gregg Hansford (Kawasaki), who was pulling away from the pack at the rate of three seconds a lap.

Patrick's runner-up spot cuts Ballington's championship lead to just eight points, and Hansford's victory

moves him into fourth place, one point behind Anton Mang.

Third home in the race was Walter Villa (Yamaha) looking as good as ever, with Anton Mang holding off Michel Frutschi (Yamaha) in the closing stages, to stay fourth.

Australians Graeme McGregor and Jeff Sayle were next home, and both made a big impact on their first Dutch TT visit.

Opening the day's programme, before a crowd of more than 130,000 fans, was the 50cc race won by Eugenio Lazzarini (Kreidler) but only after little Ricardo Tormo had grabbed too big a handful of front brake on the fourth lap and crashed his Bultaco.

But then Tormo had opened up a 12s lead, and looked firmly in command. Lazzarini consolidated his title lead with his win, but the scrap for second place between Frenchman Patrick Plisson (ABF) and Swiss Rolf Blatter (Kreidler) which went in Plisson's favour, was the dice which captivated the crowd.

Lazzarini's teammate in the Van Veen squad, German Gerhard Waibel, lost his chance of adding to his score when the crankshaft broke on the third lap, when lying third.

Tormo made amends for his mistake in the 125cc event which followed. He couldn't beat fellow countryman Angel Nieto (Minarelli) who won his seventh successive 125cc race to maintain a maximum score, but he tried.

At the flag the Bultaco factory rider had cut Nieto's lead to just 2½s, but Nieto had things under control. Third was Italina Maurizio Massimiani (MBA), after Thierry Espie crashed the Motobecane.

Determination, and a slice of good luck saw Clive Horton (Morbidelli) finish tenth, and claim his first well deserved championship point of the year. •

Results

50cc (9 laps, 43.13 miles): 1. E. Lazzarini (Kre); 2. P. Plisson (ABF); 3. R. Blatter (Kre); 4. P. Looyesteyn (UFO); 5. W. Muller (Kre); 6. H. Klein (Hess Special); 7. J. Hutteau (ABF); 8. T. van Geffen (Kre); 9. T. Timmer (Bul); 10. G. Strikker (Kre).

Record lap: E. Lazzarini, 3m 32.4s - 81.23 mph.
Old record: E. Lazzarini (Kre), 3m 33.5s - 80 mph.

125cc (14 laps, 67.09 miles): 1. A. Nieto (Bul); 2. R. Tormo (Bul); 3. M. Massimsiani (MBA); 4. G. Bender (Ben); 5. B. Kneubuhler (MBA); 6. S. Dorflinger (Mor); 7. J.L. Guignabodet (MBA); 8. W. Koschine (Delta Fantic); 9. H. v Kessel (Condor NGK); 10. C. Horton (Mor).

Record lap: Nieto, 3m 13.2 - 89.31 mph.
Old record: P.P. Bianchi (Mor) 3m 13.7 - 89.07 mph.

250cc (15 laps, 71.89 miles): 1. G. Rossi (Mor); 2. G. Hansford (Kaw); 3. K. Ballington; 4. A. Mang (Kaw); 5. J.F. Balde (Kaw); 6. P. Fernandez (Yam); 7. R. Mamola (Yam); 8. R. Freymond (Yam); 9. W. Villa (Yam); 10. V. Soussan (Yam).

Record lap: Ballington 3m 2.8s - 94.38 mph.
Old record: W. Villa (H-D) 3m 5.9s - 92.81 mph.

350cc (16 laps, 76.68 miles): 1. G. Hansford (Kaw); 2. P. Fernandez (Yam); 3. W. Villa (Yam); 4. A. Mang (Kaw); 5. M. Frutschi (Yam); 6. G. McGregor (Yam); 7. J. Sayle (Yam); 8. P. Korhonen (Yam); 9. O. Chevallier (Yam); 10. G. Bonera (Yam).

Record lap: Villa 3m 0.3s - 95.69 mph.
Old record: P. ernandez (Yam) 3m 2.5s - 94.54 mph.

500cc (16 laps, 76.68 miles): 1. V. Ferrari (Suz); 2. B. Sheene (Suz); 3. W. Hartog (Suz); 4. B. v Dulmen (Suz); 5. P. Coulon (Suz); 6. F. Uncini (Suz); 7. J. Middelburg (Suz); 8. K. Roberts (Yam); 9. C. Sarron (Yam); 10. S. Parrish (Suz).

Record lap: Ferrari 2m 54.5s - 98.87 mph.
Old record: K. Roberts (Yam) 2m 57.4s - 97.26 mph.

Sidecar (14 laps, 67.09 miles): 1. R. Biland/K. Waltisperg (Yam) 2. R. Steinhausen/K. Arthur (Yam); 3. J. Taylor/J. Neil (Yam); 4. D. Greasley/J. Parkins (Yam); 5. G. Brodin/B. Gallros (Yam); 6. E. Streuer/J. v Kaap (Yam); 7. H. Huber/B. Schappacher (Yam); 8. M. Venus/N. Bittermann (Yam); 9. O. Haller/R. Gundel (Yam).

Fastest lap: Biland/Waltisperg 3m 11.1s - 90.29 mph.

POINT STANDINGS

50cc: 1. E. Lazzarini 60; 2. R. Blatter 42; 3. G. Waibel 31; 4. P. Looyesteyn 30; 5. P. Plisson 29; 6. H. Klein 25.

125cc: 1. A. Nieto 105; 2. T. Espie 48; 3. M. Massimiani 37; 4. H. Muller 25/W. Koschine 25; 6. H. Bartol 24/G. Bender 24.

250cc: 1. K. Ballington 75; 2. G. Hansford 45; 3. G. Rossi 40; 4. R. Mamola 38; 5. W. Villa 31; 6. P. Fernandez 25.

350cc: 1. K. Ballington 61; 2. P. Fernandez 53; 3. A. Mang 43; 4. G. Hansford 42; 5. M. Frutschi 37; 6. J. Ekerold 33.

500cc: 1. V. Ferrari 81; 2. K. Roberts 75; 3. W. Hartog 55; 4. F. Uncini 39; 5. B. Sheene 35; 6. T. Herron 28.

Sidecar: 1. R. Steinhausen/K. Arthur 37; 2. S. Schauzu/L. Puzo 24; 3. G. Brodin/B. Gallros 22; 4. D. Greasley/J. Parkins 18; 5. H. Huber/B. Schappacher 17; 6. J. Taylor/J. Neil 16.

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